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Hongkong, 21st February, 1907.

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P.O. Box, 382, Telephone No. 12

## DEATHS.

On the 1st instant, at "Woodlands," Castle Road, the wife of Mr. A. E. da Silva, of a son, Shanghai and Java papers please copy. [417]  
On March 2nd, at Eredine West, The Peak, the wife of Edward F. Mackay, of a daughter, [418]  
On February 28th, at Newcham, Punjab, India, (the result of a slight operation) Cecil, Governor BIRD, Lieutenant Indian Army, 5th Sikhs Frontier Force, late Royal Marine Lt. Inf. and formerly serving in H.M.S. "Cressy" on the China Station, fourth son of the late Col. F. V. G. Bird, M.C., aged 26 years. [499]

HONGKONG OFFICE: 10A, DES VOGES ROAD, CL  
LONDON OFFICE: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MARCH 4TH, 1907.

NEARLY two years ago the world was astonished by the explosion and sinking of the Japanese battleship *Mikasa*. The great war had been finished, and peace declared; and the ship, which was Admiral Togo's flagship, had borne all the burden of the fight, had returned for retirement to Sasebo. The Admiral had gone up to Tokyo to pay his respects to his Emperor, and the greater part of the crew had either been discharged or were on shore on leave, when, without a moment's warning, the big ship, the finest and newest of the entire Japanese navy, which had only arrived from England to take her part in the outbreak of the war, burst into flames; and the flames mysteriously communicating with the magazine, the entire ship blew up, and instantaneously disappeared beneath the water. Most of those on board, consisting of a portion of her crew, and of some who had been hastily summoned from the other ships in harbour to assist in extinguishing the flames, were either blown to pieces in the explosion, or carried down with the ship, so that no direct evidence was available as to what had really occurred on board. The nation at large

had been dissatisfied with the terms of the peace arrived at by the Government, and this dissatisfaction had in Tokyo broken out into mob riots, and there were not wanting those who attributed the explosion to the wilful act of some discontents on board the ship herself, who thus sought to take revenge for a supposed slight on the victorious navy which had so recently covered itself with glory at the battle of Tsushima.

Under the circumstances it was clearly to the advantage of Japan to court the fullest enquiry into the circumstances, and to afford the fullest information in its power as to what actually happened. During the war the world had seen with unimpaired admiration the unanimity of purpose which had actuated the entire nation; and had enabled it to throw an impenetrable veil of secrecy over all the movements of the army and navy at home or at the actual seat of war equally. This capacity for concealment, fully understood, as it was, by every individual in the empire, was a valuable help in the conduct of the war, and was undoubtedly one of the chief causes of success in the last great battles about Mukden; but its necessity had passed, and, to put Japan at rights with the world at large, it would have been more consonant with the interests of the nation in the case of the explosion to have courted the fullest investigation. This, unfortunately for the honour of Japan, was not done, but every attempt, as in the other case of operations in the field, was made to throw a veil of mystery over the entire affair. We at the time in commenting on the catastrophe pointed out its inadvisability, and showed how the silence was giving the enemies of Japan a handle which they would certainly make the most of. The result was, as we at the time foresaw, the story of a mutiny, on board came to be generally credited, and Japan and the Japanese navy were lowered considerably in the estimation of the world. At the time too we suggested that the real cause of the explosion was spontaneous. The British Government had been largely experimenting with explosives; it had found that in these high explosives there was always a tendency towards instability, and that in these picric acid compounds the higher the explosive the greater became the tendency to instability of the compound. Under the circumstances the British authorities had arrived at a compromise, and accepted a compound which although not giving the missiles the greatest velocity practicable, was yet under all conditions of service the safest. Not content with these results the Japanese, conceiving they had discovered a method of reducing the risk of explosion, introduced into its service a higher class of explosive. It was possibly correct in its conclusions; its higher explosive did undoubtedly tend towards the successful issue of the war, and as long as the war lasted no evil results occurred, so far as any outside knowledge at least, goes. The large stock on board the *Mikasa* was possibly inadvertently left on board; and it was the spontaneous combustion of this that we suggested was the cause of the explosion.

Experts hesitated to give a final opinion pending the raising and thorough examination of the interior of the ship, but the damage proved so much more intense than was at first estimated that it was only the other day that the big ship was refloated. A complete examination, though of course a judgment cannot under the circumstances be considered infallible, goes to show that the theory of spontaneous combustion is most consonant with the conditions; and it may be now considered that the heavy weight of suspicion that for a time hung on the honour of the Japanese navy may be looked upon as once for all dissipated. This is doubtless satisfactory to Japan as a nation, and more especially to Admiral Togo as a commander; and we may congratulate him on the removal of this last slur on his reputation. But the incident seems possibly to throw light on another historic explosion, the effects of which have since seriously affected the balance of power throughout the world. Under not altogether dissimilar conditions the American warship *Maine* blew up when quietly at anchor in the harbour of Havana. The cause was equally mysterious, but so much was not then known of the ordinary behaviour of these high explosives. The evidence—what little there was—seemed to point to treachery somewhere, and it was a moot point whether it occurred amongst the crew of the warship, or was a deliberate outrage on the part of someone connected, or in sympathy, with the Spanish Government whose relations with the United States were con-

siderably strained. Public feeling ran high on both sides, and so far did it go in the States themselves, that, however reluctantly, the Government at Washington was compelled to declare war. The consequence was, of course, the loss of Spain's colonial possessions, and the establishment in the Pacific of the United States as a colonial Power. Now that the verdict has been given in the case of the *Mikasa* of accidental explosion, public opinion has gone back to the similar explosion on board the *Maine*. Was it not possible that the aspersions cast on both sides in the heat of argument were both equally unfounded? That past is gone beyond recall, but it would tend to removal of many sorenesses, could the unfortunate explosion be shown to have arisen from circumstances beyond the control of either.

The Russian cruiser *Askold* arrived here on Saturday from Vladivostok.

Mr. Nathaniel Roe, of New York, has succeeded in sailing at a speed of seventy-seven miles an hour in his ice yacht on the St. Lawrence River, in the United States.

A would-be suicide at Newbiggin had his life saved by the severe weather. He cut his throat, but the intense frost congealed the blood, and prevented him from bleeding to death.

It is notified in the *Gazette* that Frederick Ogden Amy, third class inspector in the Sanitary Department, has been suspended from the exercise of his office for corrupt practices, with effect from the 24th ult., pending the decision of the Secretary of State for the Colonies regarding his dismissal from the Government service.

Poonchow has been cheered with many enjoyable dances this season, each a brilliant success in its own way, but one of the happiest was that given by the Bechlers on February 2nd at the Club. The building was decorated throughout, and lit with pretty lanterns, and warmed with stoves. Messrs. Nathan, Abel, Marzakovitch, and Ferguson are especially praised by the *Echo* as hosts.

A bankrupt, describing how he came to need the protection of the court—a Colonial bankruptcy court—said: "I had to hypothecate my chronometer." Judge: "You did what?" "Hypothecated my chronometer." "Do you mean that you gave it as security for a loan?" "I do." "Why not say so? Who advanced the money?" "A money-lender." "One with three balls over his door?" "Yes." "Then if I were you I would say, 'I pawned my watch.'"

The Thaw trial at New York seems to have caused many sensations, but as usual there were many newspaper inventions and contradictions. Some papers commented on the levity in court of a theatrical friend of Mrs. Thaw. It is stated that Mrs. Harry Thaw will be called by Mr. Jerome, the District Attorney, as the first witness against her husband. She will be asked to explain the meaning of her exclamation after the tragedy: "Oh, Harry, I did not think you would do it that way!"

A dispatch from Peking states that H. E. Tang Shao-yi, Senior Vice-President of the Ministry of Posts and Communications, will leave the capital in a few days for Canton. It seems that Viceroy Chou Fu has reported to the Throne that he is unable to straighten out the affairs of the Canton-Hankow Railway satisfactorily, and that the only one who can do so is His Excellency Tang Shao-yi. Permission has, therefore, been given by the Emperor to His Excellency to make a short trip South to settle matters.

The Russian Government, desirous of showing its readiness to carry out the obligations assumed by the Treaty of Portsmouth, and, above all, anxious to re-establish in the interests of the other Powers a normal state of affairs in the Far East, gave orders for the immediate evacuation of Northern Manchuria, although the period in which evacuation is to take place does not expire until April 15. This step, taken *motu proprio*, affords additional evidence of Russia's entire goodwill in matters concerning the Far East, and augurs well for the re-establishment of thoroughly friendly relations between her and Japan.

The *Gazette* announces that the appointment of Mr. Basil Taylor, Commander, R.N. (retired), as harbour master, marine magistrate, emigration and customs officer, registrar of shipping, superintendent of gunpowder depot, collector of light dues, and superintendent of imports and exports in this Colony, takes effect from the 1st instant. It is also announced that H. E. the Governor has been pleased, in accordance with instructions from the Right Hon. the Secretary of State for the Colonies, to appoint Lieut. C. W. Beckwith, R.N., to be assistant harbour master, with effect from the 1st instant.

Before Mr. C. D. Melbourne at the Magistracy on Saturday Charles Humphrey Kane, shipping clerk, and Hou Kwai, tallyman in the employ of the British American Tobacco Company, were charged with the theft of tobacco and cigarettes to the value of \$2,625, from the Company, while a shopkeeper named Li Tai Chai and his assistant, Li Cheung, were charged with receiving the goods knowing them to have been stolen. Mr. M. J. D. Stephens appeared for the prosecution, and Mr. P. W. Goldring acted for the two last named defendants. The case was remanded till Tuesday, the first named being refused bail but the latter allowed bail of \$2,500 each.

The stone wharf opposite Observation Place Praya East, is by a regulation made by the Governor-in-Council, declared to be a public wharf and is to be known by the name of Observation Street Wharf.

A young Chinawoman was found dead on Friday on the hillside at Ma-tau-wai, Hungshui, under circumstances which pointed to suicide. She had apparently fastened one end of the rope to the branch of a tree and standing on a stool, she knotted the other under her chin. Then she kicked the stool from under, and was strangled. She was discovered by a labourer who cut down the tree and had it removed to the mortuary. It is suspected that the woman ended her life because of domestic trouble.

St. Paul's is to have another Cross. The only one now known to the majority of Londoners is that which shines resplendent over the dome. Three hundred years ago, however, Paul's Cross was a feature of the Cathedral, and for centuries had been, as the *Telegraph* puts it, as well known to Londoners as the Nelson Column is to our own generation. It stood at the north-east corner of St. Paul's, and was "a graceful structure of stone, octagonal in form, surmounted by a shapely lead-covered roof, from which rose an ornamental cross. 'The pulpit' which it included was used in those days for outdoor preaching. Around the Cross, or on the spot which it occupied, the Folk-mote of the City of London used to meet. Papal Bulls were read from the pulpit before the Reformation. Royal proclamations were made known there. Heretical books were burnt at the side, while from his position above the preacher denounced their authors. But the associations of Paul's Cross are so numerous that they can hardly fail to recur to the memory of a man fairly well read in English history and literature. The late Mr. H. C. Richards left £5,000 for the erection of a new cross, and the Dean and Chapter will have the opportunity not only of commemorating a spot so famous in English annals but of reviving the open-air service. We presume they will see the pulpit is not forgotten.

## DISTINGUISHED VISITORS.

On Saturday the American steam yacht *Margaria* (flying the colours of the N.Y.Y.C.) arrived here from Singapore with the Duke and Duchess of Manchester on board as guests of the owner, Mr. J. H. Smith and Mrs. Smith. This party are on a pleasure cruise, and spent a considerable time at Bombay, afterwards calling at Singapore. They will remain here for a few days.

The Duke of Manchester, who is 31 years of age, married an American lady, the daughter of Mr. Eugene Zimmerman. The Duke, who owns about 70,000 acres in various parts of the British Isles, is very fond of outdoor recreations, especially hunting and shooting.

The *Margaria*, which is commanded by Captain J. A. Cushing, is a comfortable cruising yacht. Built at Greenock by Messrs. Scott and Coy in 1907, her length is 309 feet, her beam 36 ft. 6 in. and her draught 17 ft. 9 in. Her registered tonnage is 721 tons, and she is capable of a speed of 18 knots.

## BANDMANN COMEDY CO.

## THE SILVER KING.

The Bandmann Comedy Company added another laurel to their crown of success on Saturday night when the sensational play "The Silver King" was staged before a crowded audience. Seldom has the Theatre Royal been so crowded as it was on Saturday night; every available seat was occupied and some had to be content with standing accommodation. "The Silver King" was first performed in Hongkong many years ago by the Dallas-Magraws Company, and proved an immense attraction. This partly accounted for the abnormally large attendance on Saturday. As played by the Bandmann Company the piece was none the less successful. The audience was constantly moved with emotion and some probably to tears in the pathetic parts, and they were also kept very gay when a piece assumed its lighter aspects. In a play where success depends on the efforts of all the characters it is perhaps invidious to single out any individual part for special praise; it is sufficient to say that every one did his or her part very well and helped to the success of the piece, and the Bandmann Company have every reason to be proud of their achievements. To-night the company will stage Wilson Barrett's "Sign of the Cross," an old Hongkong favourite.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Malta* left Singapore for this port on the 2nd inst. at 1 p.m., with the outward English Mails, and is due here on the 7th inst. at 6 p.m.  
The T. & E. str. *Lyra* sailed from Seattle on the 27th Feb.  
The C.N. Co. str. *Titan* left Kuching on the 2nd inst., and may be expected here on 5th inst. p.m.  
The C.N. Co. str. *Changha* left Sydney for Hongkong via usual ports of call on 28th ult., and may be expected here on 29th inst.  
The N.Y.K. str. *Ichio* left Singapore for this port Mar 1st, and may be expected here on or about the 9th inst.  
The str. *Leviathan* from Calcutta and the Straits left Singapore for this port on the 1st March at 10 a.m.  
The N.Y.K. str. *Tango Maru* (American Line) left Kobe via Moji and Shanghai for this port on the 1st March, and is expected to arrive here on the 10th inst.  
The N.Y.K. str. *Totomi Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 1st March, and is expected to arrive here on the 20th inst.  
The N.Y.K. str. *Sado Maru* (European Line) left Shanghai for this port on the 1st March and is expected to arrive here on the 4th inst.  
The N.Y.K. str. *Sanuki Maru* (European Line) left Singapore for this port on the 1st inst., and is expected to arrive here on the 7th inst.

## TELEGRAMS.

[REUTERS SERVICE.]

## DIPLOMATIC APPOINTMENTS.

LONDON, 3rd March.

Mr. Stephen Leech, Secretary of Legation at Christiania, succeeds the Hon. L. D. Carnegie at Peking. The latter has been appointed Councillor at Vienna.

## OBITUARIES.

LONDON, 3rd March.

Lady Ripon, Sir Henry Hozier, Sir Francis Plunkett, Rosina Bramdran, and Sir August Manns are dead.

[Lady Ripon was the wife of the 1st Marquis of Ripon. Colonel Sir Henry Montague Hozier, K.C.B., was late Secretary of Lloyd's. The Right Hon. Sir Francis Plunkett, G.C.B., was born in 1835. He was the youngest son of the ninth Earl of Fingall. He had a long record of diplomatic service. Rosina Bramdran was the principal contralto in the Savoy Theatre and created principal contralto parts in the Gilbert and Sullivan operas since *Iolanthe*. Sir August Manns was the musical director of the Crystal Palace since 1855 and was the founder of the Saturday Concerts there. He was born in Silesburg, Pomerania, Germany, in 1835.]

## DISESTABLISHMENT OF THE CHURCH OF ENGLAND.

LONDON, February 28th.

The House of Commons has adopted a resolution, by 198 to 90, expressing the desirability of disestablishing and disendowing the Church of England. Mr. Birrell said that personally he believed the Church, freed from the trammels of State, would be restored to its position of spiritual authority, but the Government did not intend to assume the responsibility of the resolution; their hands were already full.

## THE ARMY ESTIMATES.

LONDON, February 28th.

The discussion on the army estimates centered on Mr. Haldane's proposals, the details of which are criticised, but are generally well received.

## ANGLO-RUSSIAN RELATIONS.

LONDON, February 28th.

Reuters Agency learns, that while it is premature to indicate the definite lines of any Anglo-Russian agreement, the negotiations are making satisfactory progress; of which one tangible result is the joint offer of a loan to Persia. The non-acceptance of the loan does not affect the attitude of the two Powers one to the other. The progress of the Anglo-Russian negotiations naturally creates an atmosphere of conciliation, which extends to the Russo-Japanese negotiations.

## JAPANESE LOANS.

LONDON, March 1st.

It is expected that a 5 per cent. Japanese loan, for the conversion of the two 6 per cent. loans will be issued about 10th inst. at 99.

## DIPLOMATIC APPOINTMENTS.

LONDON, March 1st.

The Hon. L. D. Carnegie, Councillor at the Legation at Peking, has been appointed Councillor at Vienna. Mr. Leach, the Secretary of Legation at Christiania, replaces the Hon. L. D. Carnegie.

## THE UNITED STATES.

LONDON, March 1st.

The House of Representatives at Washington has struck out the clauses in the Ship Subsidy Bill providing for a fast mail service from San Francisco to Hawaii, Japan, China and the Philippines, and also the lines from San Francisco to Australia, Puget Sound, China and the Philippines.

## THE NAVAL ESTIMATES.

LONDON, March 1st.

The Naval Estimates show a reduction of £1,427,091 and 1,000 men. New construction will cost £8,100,000, as compared with £9,235,000 for 1906-1907, and includes two, or failing the naval powers reaching an understanding at the Hague Conference, three improved, and slightly larger *Dreadnoughts*. One fast unarmoured cruiser, five ocean-going destroyers, twelve torpedo-boats and twelve submarines.

Under the caption "Ten Minutes' Disastrous Rain," a London contemporary gave the usual exaggerated account of the squall of Jan. 28th. The heading would better have read "Two Minutes' Disastrous Wind." The new familiar phrase—"the harbour is littered with wreckage"—received its customary prominence.

## HONGKONG SHIPPING.

The Shipping and Trade Returns of Hongkong for the year 1906 are published in the *Gazette*. Their distinguishing feature is that instead of the usual increases being reported in the totals of ships and tonnages, decreases are shown. During the year under review the number of ships entered and cleared with their respective tonnages were:—

|  | No. of Registered Ships. | Tonnage.   |
|--|--------------------------|------------|
| British Ocean-going                      | 3,227                    | 7,189,171  |
| Foreign Ocean-going                      | 3,287                    | 7,003,493  |
| British River Steamers                   | 6,464                    | 4,812,501  |
| Foreign River Steamers                   | 1,071                    | 687,917    |
| Total                                    | 15,519                   | 19,793,084 |
| Steam-ships under 60 tons, Foreign Trade | 873                      | 40,282     |
| Junks, Foreign Trade                     | 28,153                   | 2,619,411  |
| Total Foreign Trade                      | 44,556                   | 22,453,977 |
| Steam-launches, Local Trade              | 333,560                  | 8,251,536  |
| Junks, Local Trade                       | 51,616                   | 2,044,655  |
| Total Local Trade                        | 385,176                  | 10,296,191 |

Grand Total ..... 429,738 32,747,268  
\* Not including Star Ferry launches.  
In 1905 the figures were:—

|                                     | No. of Registered Ships. | Tonnage.   |
|-------------------------------------|--------------------------|------------|
| British Ocean-going                 | 3,895                    | 7,072,324  |
| Foreign Ocean-going                 | 3,846                    | 6,826,785  |
| British River Steamers              | 7,499                    | 5,554,622  |
| Foreign River Steamers              | 975                      | 659,597    |
| Ships under 60 tons (Foreign Trade) | 1,800                    | 71,448     |
| Junks in Foreign Trade              | 33,475                   | 2,875,440  |
| Total                               | 51,578                   | 22,653,612 |
| Steam launches plying in the Colony | 337,139                  | 9,169,916  |
| Junks in Local Trade                | 63,367                   | 2,382,163  |

Grand Total ..... 452,728 35,185,691

The comparison shows that the decreases were:—  
Ships, Tonnage.  
British Ocean-going ..... 208 482,853  
British River-steamers ..... 1,024 711,521  
Steam-ships under 60 tons (Foreign trade) ..... 922 31,166  
Junks in Foreign Trade ..... 5,322 254,029  
Steam-launches plying in the Colony ..... 4,333 917,776  
Junks in Local Trade ..... 11,661 319,508

While British ocean-going ships have decreased from 3,895 in 1905 to 3,227 last year, foreign ocean-going ships have in the same time increased from 3,846 to 3,287. British river steamers also show a falling off, from 7,499 to 6,464, and foreign river steamers have advanced from 975 to 1,071. While junks in foreign trade reveal the very large diminution of 5,322, with a corresponding decrease of 256,099 tons (those in the local trade report the much greater decrease of 11,661, with a corresponding decline in tonnage of 319,508. Probably the disastrous typhoon of last September accounts in part for these decreases.

Under the heading of imports a net increase of 57,785 tons is shown, though the number of vessels was 369 less. The largest advance is in sugar, which was 179,391 more in 1906 than in 1905. Under the heading of general an increase of 58,742 is noted, and next in order are rice with 58,102, flour 52,127, cotton 49,101, cotton yarn and cotton 49,101, liquid fuel 5,000, and beans 1,247. The biggest decrease is in coal (112,832), the next being kerosene in bulk (45,589), timber (14,082), and hemp (3,423).

Exports showed a net increase during the year of 28,861, despite the 415 less vessels.

The figures for the river trade were:—

| Year | Imports. | Exports. |
|------|----------|----------|
| 1905 | 234,428  | 212,641  |
| 1906 | 234,890  | 223,070  |

The number, tonnage, and cargo carried by ships of different nationalities, during the year 1906, are as under:—

| Nationality.  | No. of Register ships. | tonnage.   | Imports.  | Exports.  |
|---------------|------------------------|------------|-----------|-----------|
| British       | 3,697                  | 7,186,471  | 1,930,234 | 1,082,842 |
| Austrian      | 54                     | 201,868    | 37,700    | 22,882    |
| German        | 30                     | 61,596     | 49,614    | 100       |
| Chinese       | 406                    | 501,584    | 41,890    | 74,080    |
| Danish        | 35                     | 81,323     | 5,734     | 10,275    |
| Dutch         | 125                    | 250,136    | 93,023    | 49,790    |
| French        | 435                    | 648,518    | 10,129    | 84,275    |
| German        | 1,982                  | 2,674,180  | 815,777   | 806,885   |
| Italian       | 25                     | 60,578     | 45,071    | 11,350    |
| Japanese      | 594                    | 1,275,640  | 234,170   | 182,400   |
| Norwegian     | 552                    | 571,872    | 234,622   | 60,817    |
| Portuguese    | 143                    | 26,470     | 5,383     | 6,497     |
| Russian       | 25                     | 60,953     | 150       | 1,240     |
| Swedish       | 53                     | 48,611     | 22,010    | 6,704     |
| United States | 119                    | 613,115    | 41,493    | 56,194    |
| No Flag       | 5                      | 1,052      | —         | —         |
| Total foreign | 4,287                  | 7,693,498  | 1,851,063 | 847,432   |
| Total         | 7,984                  | 14,282,666 | 3,744,287 | 1,940,274 |

TONNAGE.

| Nationality.  | No. of Register ships. | tonnage.  | Imports. | Exports. |
|---------------|------------------------|-----------|----------|----------|
| British       | 4,464                  | 4,842,671 | 223,256  | 178,483  |
| Austrian      | —                      | —         | —        | —        |
| German        | —                      | —         | —        | —        |
| Chinese       | 217                    | 47,318    | 15,800   | 13,157   |
| Danish        | —                      | —         | —        | —        |
| Dutch         | —                      | —         | —        | —        |
| French        | 531                    | 591,531   | 28,242   | 30,837   |
| German        | 69                     | 45,183    | 7,710    | 4,742    |
| Italian       | —                      | —         | —        | —        |
| Japanese      | 6                      | 3,714     | 200      | 880      |
| Norwegian     | 248                    | 40,176    | 18,500   | —        |
| Portuguese    | —                      | —         | —        | —        |
| Russian       | —                      | —         | —        | —        |
| Swedish       | —                      | —         | —        | —        |
| United States | —                      | —         | —        | —        |
| No Flag       | —                      | —         | —        | —        |
| Total foreign | 1,071                  | 687,917   | 61,634   | 50,587   |
| Total         | 7,635                  | 6,510,418 | 284,890  | 229,070  |

TOTAL.

| Nationality. | No. of Register ships. | tonnage.   | Imports.  | Exports.  |
|--------------|------------------------|------------|-----------|-----------|
| British      | 10,161                 | 12,031,972 | 2,115,400 | 1,293,325 |
| Austrian     | 54                     | 201,868    | 37,700    | 22,882    |
| German       | 30                     | 61,596     | 49,614    | 100       |
| Chinese      | 622                    | 648,507    | 64,190    | 8         |



## GREEN ISLAND CEMENT CO. LD.

The ordinary general meeting of shareholders in the Green Island Cement Co. Ltd. was held at the Company's Offices, Messrs. Shawson and Co., on Saturday morning. Mr. R. Shewan presided and there were also present Sir Paul Chater, Hon. Mr. W. J. Gresson and Dr. Noble (consulting engineer). Mr. R. Henderson (secretary), and Messrs. R. Henderson, F. Ellis, A. H. M. da Silva and Captain Clarke.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—The report and accounts for 1906 were laid before you on 13th February, and as I presume you are all quite familiar with their contents, I will not read them now, unless you desire me to do so. Our working account shows a slightly higher profit, but the amount for division is less owing principally to the fact that 1905 commenced with a balance at credit of profit and loss of some \$95,000, brought forward from 1904, while 1906 began with only \$52,000. The final result, however, is that we are able to pay \$368,500 away in dividends this year as against a total dividend and bonus last year of \$375,900, not a very great difference. As ample provision has been made for depreciation we only propose to place a nominal sum to Reserve Fund which being invested in our business is really additional capital, and not actual funds kept in reserve as it should be.

The result of the year's work is, I trust, satisfactory to shareholders, but it would undoubtedly have been worse owing to the course of exchange which enabled cement makers at home to offer their brands out here at lower silver prices, prices which we, of course, were forced to accept or lose the business; had it not been for our increased output which offset this reduction in prices. In other words, we did a larger business to make up for lower prices. As for the future, although I do not care to indulge in prophecy, I can say that this year has begun well, and that our present prospects are very good if exchange does not hit us any harder. The consumption of cement as every engineer will tell you, is increasing, and will increase. The use of reinforced concrete is growing rapidly all over the world, and should be especially in favour of the use of white cement, dry rot, etc. The rotary kilns which we added last year took longer than we anticipated to get into thorough working order, but they are causing little trouble now and their output is giving us the greatest satisfaction. In fact they have produced so much more than was anticipated that to enable the grinding plant to keep up with them we had to order additional mills. These with the New Boiler Extension and New Saw Mill Building principally account for the expenditure of \$186,000 at Hok Oni where, as I told you last year, we did not expect to spend more money. Another fact has been spent at Macao, but it has been well spent on economies from which we are making an excellent saving in working expenses. As you are all aware, a cement plant which was intended for erection in Manchuria, but which had been handed over during the war, was offered for sale at auction in June last, and as it was for obvious reasons desirable that this plant, which, however, was far from complete, should not get into other hands, we decided to acquire it for this company. It is now in course of erection, and will, when completed, add two more rotaries. We shall not, of course, commence running this plant until circumstances require it, but if the consumption of cement continues to grow, as it has done in the last year or two, it should not be standing idle long, and in the meantime the loss of interest is not very serious. This, with the expenditure I have mentioned at Hok Oni and Macao and \$47,000 at Deep Water Bay, where we have added a large pipe machine, accounts for nearly \$600,000. In addition to this we had on 31st December \$136,000 more than last year owing by sundry debtors, \$50,000 spent on launches and lighters, mostly for cost of two new lighters and about \$34,000 more in stocks of cement, and raw material on hand equal to \$426,000, making a total expenditure of over \$1,000,000. Our stock of cement is large, but not too large for our purposes, as now cement takes a long time to mature, and thus we are compelled to carry large quantities in stock. We cannot, as you quite understand, afford to allow green cement to go out of the factory. In this way the \$500,000 we received from you for new capital and the increase of nearly six lacs in the overdraft at the bank is accounted for. The payment of the dividend will increase the latter by \$250,000, and this brings me to the old question of more funds, for we cannot go on doing a bigger and a bigger business without more and more capital, and we cannot always depend on borrowing money from our bankers. We require roughly \$1,100,000, to make us comfortable, and to get this we propose to issue 200,000 shares to shareholders, one new for one old, calling up on each \$5.50 in one payment in July next, and to raise these shares to \$10, paid up, we propose creating a call of \$4.50 on them which will absorb \$900,000 out of the reserve fund, which will then be reduced to \$11,000. I hope I have made it clear to you that this proposal means that shareholders will only be asked to provide \$5.50 per share in cash, the \$4.50 being given them from the reserve fund, and I trust that this plan which, of course, will be brought before shareholders in the usual way at an extraordinary meeting later on will commend itself to you. This could raise the capital from \$400,000, but I must again remind those who think that another similar factory could be started at once and run for the same capital, that this does not by any means represent all that was, I will not say lost, but consumed at the

outlet in making experiments and gaining experience and all of which was written off on loss when the company at last began to get on its legs. It is an experience which every new factory must expect to encounter, and which it will have to take into account and pay for out of capital, and had we not dealt with it in the beginning, our own capital would have been very much larger to-day. I would also suggest that the fee for the consulting committee which has stood at the low figure of \$1,500 since the beginning should now be raised to a figure more commensurate with the increased business we are doing, say to \$1,000 per annum. I think I have now laid as full a statement of what we have been doing during the past year as I can, without going too deeply into details, but I shall be glad to amplify it if any shareholder is not clear on any point. I must add before I sit down that the erection and construction of so much new plant and machinery has thrust a great deal of extra work on Mr. Udall, the manager, and Mr. Hewitt, the engineer in charge at Hok Oni, and that we feel much indebted to them for the cheerfulness with which they have given up their spare time and the readiness of resources with which they have met all difficulties inseparable to new work with unskilled labour, in all of which they have been well supported by the manager at Macao, Mr. Hoysa, and the staffs at both places.

No questions being asked, the CHAIRMAN proposed the adoption of the report and accounts as presented. The motion was seconded by Dr. Noble and carried unanimously. Mr. HANCOCK proposed the re-election of Sir Paul Chater, the Hon. Mr. W. J. Gresson and Dr. Noble to the directorate. Mr. Ellis seconded, and the proposition was agreed to. Captain Clarke proposed, and Hon. Mr. Gresson seconded, that Messrs. W. H. Potts and A. O'D. Gordin be re-appointed auditors. Carried. The CHAIRMAN:—That is all the business, gentlemen. Dividend warrants are ready now.

## CHINA &amp; MANILA STEAMSHIP COMPANY LIMITED.

The report for presentation to the shareholders at the twenty-fourth ordinary general meeting to be held at the office of the general managers on Wednesday March 13th at 11 o'clock a.m., reads:

Annexed we beg to submit to shareholders the usual annual statement of Accounts for the year ending 31st December 1906.

The profit is \$27,365.57, which it is proposed to appropriate as follows, viz:—

To place to reserve fund \$1,000.00

To pay a dividend of \$1 per share 26,000.00

To carry forward to the credit of next year's account 365.57

The S. S. "Rabi" a "Zafro" ran regularly and very satisfactorily throughout the year, but both passengers and cargo were much scarcer than before. Our gross income shows a very heavy falling off and it has only been by exercising the strictest economy and cutting down expenses that we are able to show a surplus.

Consulting Committee.—Mr. D. E. Brown resigned on leaving the Colony, and Dr. J. W. Noble was invited to take his place on the Consulting Committee. In accordance with the Articles of Association Messrs. N. A. Sieb, H. P. White, A. V. Apot and Dr. J. W. Noble retire, but offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. W. H. Potts and A. O'D. Gordin, the latter having been asked to fill the vacancy caused by the death of Mr. T. Arnold. Messrs. W. H. Potts and A. O'D. Gordin are recommended for re-election.

SHAWSON & CO. General Managers.

PROFIT AND LOSS ACCOUNT.

Statement of Accounts for the year 1906.

Consulting Committee's fee 2,250.00

Auditors' fees 400.00

Interest on bank deposits 9,815.03

Charges 608.78

Amount written off as depreciation for 1906 11,027.57

Balance 17,265.57

\$21,546.75

Balance brought forward from 1905 6,503.43

Exchange 8.88

Profit on working account S.S. "Rabi" and "Zafro" 74,974.42

\$81,546.75

BALANCE SHEET.

LIABILITIES.

Authorized capital 250,000 shares at \$5 each 1,250,000.00

Issued and fully paid 650,000.00

250,000 shares at \$2.50 each 625,000.00

Calls on shares forfeited now belonging to the company 100.00

Reserve fund 6,000.00

Underwriting account 39,976.00

Sundry Creditors 23,250.00

Company's bank balances 123,008.00

Balance of profit and loss account 37,365.57

\$875,735.50

ASSETS.

Value of steamers "Rabi" and "Zafro" 750,000.00

Less depreciation 40,000.00 710,000.00

Value of Hongkong buoy and mooring 2,000.00

Less depreciation 120.00 1,880.00

Value of Manila buoy and mooring 6,300.00

Less depreciation 400.00 5,900.00

Value of Amoy buoy and mooring 2,350.00

Less depreciation 150.00 2,200.00

Value of stores on hand 3,738.55

Less depreciation 338.55 3,400.00

Value of 100 ton hand 4,037.50

Proportion of premium on current policies 25,840.00

Sundry debtors 35,840.00

Outstanding freight 1906 41,300.00

Cash 2,262.93

\$875,735.50

"An essential asset to business success is a substantial amount of enjoyment. Pleasure, healthy and wholesome, is the best antidote for business worries."

## LOCAL SPORT.

## CRICKET.

MARRIED V. SINGLE.  
The Beredits came off second best in Saturday's match, the single men winning by six wickets and a century of runs. Scores are:—

"SINGLE" First innings. 46  
Capt. Kriekenbeck, b. Stranger-Leathes, 39  
T. E. Pearce, c. Sub, b. Stranger-Leathes, 29  
E. A. Fowler, c. Stevenson, b. Hancock, 19  
I. M. G. Taylor, not out, 26  
Extras 9

Total 250  
Bowling Analysis.  
R. Hancock, 8.5, 1, 80, 1  
H. E. Stanger-Leathes, 14, 1, 80, 1  
N. H. Rutherford, 8, 1, 41, 2  
H. Phillips, 5, 1, 15, 5  
Young "Singles" First innings. 40  
Col. Aitken, b. Stewart-Lockhart, 40  
R. Hancock, c. Claxton, b. Lewis, 40  
H. Phillips, b. Mackay, 44  
Major Claxton, b. Lewis, 19  
H. E. Stanger-Leathes, c. Claxton, b. Beattie, 12  
Major Stevenson, c. Pearce, b. Beattie, 12  
P. Edwards, ran out, 5  
N. H. Rutherford, b. Lewis, 5  
Rev. Wells, not out, 3

Total 150  
Bowling Analysis.  
Stewart-Lockhart, 10, 2, 42, 1  
C. H. Mackay, 7, 2, 25, 1  
J. M. G. Taylor, 7, 1, 19, 3  
Major Lewis, 6, 1, 19, 3  
Beattie, 2, 1, 19, 3

CIVIL SERVICE V. Y.M.C.A.  
Played at Happy Valley on Saturday, this match ended in a win for the Civil Service by fifteen runs. Scores are:—

Civil Service, First innings. 5  
Lambie, b. Ko Po Shan, 5  
Dawson, b. Ko Po Shan, 6  
Jordan, b. Ko Po Shan, 20  
Combes, c. Jordan, b. Ko Po Shan, 1  
Hegarty, b. Ko Po Shan, 19  
Baddock, run out, b. Grievess, 20  
Comber, b. Grievess, 2  
Gast, c. Grievess, b. Ko Po Shan, 4  
Kelly, not out, 4  
Coles, b. Grievess, 1  
Fenton, c. Wicket Keeper, b. Ko Po Shan, 1  
Extras 1

Total 70  
Bowling Analysis.  
Ko Po Shan, 9.2, 3, 31, 0  
E. Mow Fung, 4, 1, 13, 1  
Grievess, 4, 1, 21, 2

Y.M.C.A., First innings. 0  
Ko Po Shan, c. Kelly, b. Jordan, 0  
A. P. Grievess, b. Lambie, 0  
J. Choe, c. Jordan, b. Lambie, 0  
A. Lee, c. Hegarty, b. Lambie, 0  
L. Corrier, not out, 16  
L. S. Liang, c. Hegarty, b. Lambie, 6  
Y. M. Juman, c. b. Lambie, 0  
F. Mow Fung, c. Baddock, b. Jordan, 1  
R. Nacerone, b. Baddock, 14  
J. White, b. Baddock, 0

Total 55  
Bowling Analysis.  
Jordan, 9, 2, 28, 3  
Lambie, 9, 1, 27, 4  
Baddock, 1, 1, 0, 2

PARADES C.C. V. TAIKOO C.C.  
The result of a cricket match played between the Parades Club and the Taikoo Cricket Club at Happy Valley on Saturday, was a win for the Parades by 4 wickets and 41 runs:

"TAIKOO" First innings. 2  
Ritchie, c. Bejone, b. Captain, 0  
Galloway, c. and b. Captain, 15  
Rohan, not out, 13  
Honey, played out, b. Captain, 0  
Currie, c. Mowwalla, b. Captain, 2  
H. H. Jones, c. b. Captain, 0  
O'Neil, c. Captain, 0  
Extras 1

Total for 7 wickets 23  
Bowling Analysis.  
Captain, 4.0, 0, 10, 4  
Kanga, 4, 0, 1, 2

PARADES, First innings. 11  
J. J. Yasania, b. Currie, 11  
N. Bejone, b. Galloway, 4  
J. J. Kanga, b. Galloway, 4  
Batliwalla, c. and b. Galloway, 0  
D. R. Currie, b. Galloway, 1  
D. R. Currie, b. Currie, 1  
Tampore, b. Currie, 3  
C. R. Mowwalla, c. and b. Currie, 3  
M. Bejone, c. and b. Currie, 0  
N. Bejone, c. and b. Currie, 0  
Extras 1

Total 37  
Bowling Analysis.  
Currie, 0.4, 0, 10, 4  
Hendley, 4, 0, 10, 4  
Galloway, 4, 1, 7, 4

TAIKOO, Second innings. 0  
Ritchie, b. Kanga, 0  
Galloway, c. and b. Kanga, 7  
Honey, c. and b. Kanga, 7  
Hendley, c. b. Captain, 5  
Currie, c. Tampore, b. Captain, 0  
H. H. Jones, c. b. Captain, 0  
O'Neil, b. Kanga, 0  
Hodkins, not out, 7  
Extras 1

Total for 8 wickets 35  
Bowling Analysis.  
Captain, 0.4, 0, 10, 4  
Kanga, 6, 1, 12, 4

PARADES, Second innings. 30  
J. J. Yasania, b. Currie, 4  
N. Bejone, b. Currie, 4  
P. J. Kanga, run out, 6  
R. A. Tamporewalla, c. and b. Currie, 10  
N. Bejone, b. Hendley, 10  
J. H. Bejone, not out, 8  
Extras 2

Total for 6 wickets 60  
Bowling Analysis.  
Currie, 7, 3, 33, 5  
Galloway, 3, 1, 12, 1  
Hendley, 3, 2, 1, 1

CHAIKONG C.C. V. R.O.A.  
This match played on Saturday at the Happy Valley resulted in a win for Chaikong by 7 wickets and 49 runs. Scores:—

R.O.A. 1  
S. M. Owen, b. Lammert, 1  
Q. M. Clarke, b. Pestonjee, 14  
L. Hope, c. and b. Lammert, 0  
L. Hill, c. Pestonjee, b. Lammert, 19  
L. Lammert, b. Pestonjee, 8  
L. Bayly, b. Pestonjee, 1  
L. Down, b. Pestonjee, 7  
Gr. Hendrick, c. Kinnaird, b. Pestonjee, 7  
Sgt. Spencer, c. Irving, b. Pestonjee, 0  
Gr. Hendrick, not out, 0  
Gr. Hendrick, c. Pestonjee, 0  
Extras 4

Total 53  
Bowling Analysis.  
J. D. Kinnaird, b. L. Hill, 20  
L. Lammert, b. L. Hill, 6  
A. O. Brown, not out, 13  
P. Pestonjee, c. Torr, b. L. Hill, 14  
E. Irving, not out, 6  
Extras 2

Total for 3 wickets 102  
Bowling Analysis.  
L. A. Ross, R. Ross, E. B. Cooper, C. H. Lyon, L. Rapp and A. E. Asger did not bat.

## Bowling Analysis.

Lt. Hill, 11, 1, 45, 3  
Gr. Hendrick, 4, 1, 16, 1  
Lt. Hope, 1, 1, 22, 2  
Lt. Lammert, 1, 1, 17, 1

## FOOTBALL.

Y.M.C.A. V. "A" CO. MIDDLESEX REGIMENT.

These teams again met on the ground of the Hongkong Football Club at Happy Valley on Saturday when, after another brilliant game, the match ended in a draw, no goals being scored by either side. The teams will therefore have to take the field again. As large a crowd as was present at the previous contest lined the ropes on Saturday, when the players who took the field were:

Y.M.C.A.: Hickling, McGovern and Skinn; Pierce, Barlow and Collins; Legrove, Griffiths, Wilks, Coyne and Anderson.

"A" Company: Saunders; Dautel and Sharpe; Gos, Platt and Chorg; Jennings, J. English, Miles, C. English and Mount Stephens.

The opening stages witnessed a no middlefield play, which was eventually stopped by Jennings who carried the ball along the left wing, and when well up in the vicinity of the Club's goal passed order to Mount Stephens. The latter sent in a good shot which was intercepted by McGovern, who, to save, conceded a corner. This was unproductive, and the kick out saw Anderson on the ball and making a smart run up the field. Considerable pressure followed in the vicinity of the soldiers' stronghold, where an opportunity opened for Coyne, when three of the Middlesex in succession missed the ball. The Y.M.C.A. man, however, had not the requisite speed, and before he could reach the leather he was carried beyond his reach, but he got it again shortly afterwards, and took a flying shot, just grazing the upright. For some time play continued before the Middlesex net during which time Wilks attempted a shot, but was unsuccessful, and Legrove when a favourable chance offered shortly afterwards was ruled off-side. A corner was the upshot, which Legrove, planted nicely in goal mouth where there was a hard struggle, but no score. Then Miles got on the leather and was carrying it into Y.M.C.A. territory when he was called up for being off-side, and play was again before the soldiers' fort. Anderson put a centre well up, and Coyne took a shot but was again unsuccessful. Nothing resulted from the corner which followed, and then play was transferred, Miles taking an unsuccessful shot at goal. The stay in the territory of the civilian team was brief, and then the soldiers were again called upon to defend. Coyne secured a shot at goal, but the net was in the wrong place and the leather went behind. A little excitement followed when the soldiers broke away and bore down on the civilian citadel, Skinn just having time to concede a corner and save the situation. The corner was unproductive, and half time saw no score registered.

The Middlesex opened play in the second half, the Y.M.C.A. almost immediately assuming the aggressive. Some excellent moments followed before the soldiers' net when Coyne and Griffiths strove hard to get beyond the defence, but they had equally smart men to deal with in Dautel and Sharpe, especially the former, who always appeared to be in the right place when wanted. The play of these backs now saw the game transferred, the civilians being called on to defend. Their goal was impassable, however, and play worked out to middlefield and eventually crossed into Middlesex territory. A little diversion was caused when Griffiths, that indefatigable little forward of the Y.M.C.A. team, while watching the ball rather than the man, charged the referee, Engineer Lieutenant Forbes, much to that gentleman's surprise, and there can be no doubt from the look on the player's face that he was equally astonished when he saw his mistake and heard the laughter and cheering of the onlookers. Legrove was now showing up as a smart forward and doing excellent work on the right wing, but there was no passing the soldiers' defence. Coyne made two attempts later, and once Legrove attempted to head in but without avail, and when the whistle sounded no score had been made.

The teams then agreed to play twenty minutes overtime to finish the game if possible, but although twenty minutes of fast play followed there was no score, and as other teams were waiting for the ground they had then to cease, but must meet another day.

ROYAL ARTILLERY V. H.K.F.C.  
This was the second match in the Shield Competition which took place on the Club ground at Happy Valley on Saturday, ending in a win for the Artillery by two goals. The teams were:

Royal Artillery: Owen; Evans and Broughton; Wa. J. Carrick and Waters; West, Jones, Rossiter, Harbridge and Matthews.

H.K.F.C.: Franklin; A. Scott and Morrell Gray; L. Hurphrys and McCreary; Williams, Wishart, Turner, Miller and McAd.

The Artillery set the ball rolling working slowly but surely in the direction of the Club's stronghold, and it was not long after the beginning before Ward registered their first goal, defeating Franklin by a shot in front. The re-start saw the club still defending, and Morrell who is usually sure of his kick, missed for once, the leather passing him in the direction of the net with an R.A. forward in pursuit. Franklin saw the danger, and leaving his goal unguarded rushed out after the ball, but the danger was averted through Jones being off-side. After this the Club led the attack and made most of the running, eventually securing a corner. The kick was nicely placed and in the struggle in front Rossiter, while trying to clear, recorded the Club's first and only score. After this the civilians were called upon to defend, and although they withstood the attacks of the Artillery for some time they

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## LONG. HING &amp; CO.

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## HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH & SOHNE, WORMS-on-RHINE.)

|                     | 1 doz. bottles | 2 doz. 4 bottles |
|---------------------|----------------|------------------|
| SPARKLING MOSELLE   | 28.00          | 56.00            |
| Do. HOCK            | 28.00          | 56.00            |
| LAUBENHEIMER        | 13.00          | 26.00            |
| GRAACHER            | 14.00          | 28.00            |
| NIEBSTEINER         | 15.00          | 30.00            |
| HOCHHEIMER          | 20.00          | 40.00            |
| LIEBFRÄUMLICH       | 24.00          | 48.00            |
| CALIFORNIA RIESLING | 6.50           | 13.00            |
| Do. HOCK            | 6.50           | 13.00            |

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

## H. PRICE &amp; CO.

TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

was at last beaten by Harbridge who got through the line of defence and added another goal to the soldiers' score.

Half-time: Royal Artillery, 2; H.K.F.C. 1 goal.

Like the first, the second half was mostly in favour of the Artillery who were doing far more attacking than defending. Shortly after play opened the right forwards of the soldiers carried the leather towards the Club's net and Jones essayed a shot, just passing over the horizontal. After the kick out play remained close to the civilian goal, and from another struggle in front Harbridge added another goal to the soldiers' score. This was the last goal of the match and although the closing of the half saw the Club pressing in the vicinity of the R.A. goal their attacks were always defeated by Evans and Broughton.

Final: Royal Artillery, 3; H.K.F.C. 1 goal.

## YACHTING.

## CORINTHIAN CLUB.

The ninth club race was sailed yesterday over a course to Meyer's East buoy starboard Trocar rock buoy port, and fairway buoy port. Four boats started in the handicap class, and after an uneventful race Annie finished first with Doreen second. Times:

|             | H. | M. | S. |
|-------------|----|----|----|
| Annie       | 12 | 29 | 47 |
| Doreen      | 12 | 36 | 37 |
| Chanticleer | 12 | 40 | 43 |
| Tremora     | 12 | 41 | 18 |

In the one-design class seven boats started. Soon after crossing the line Ariel foaled Gae and gave up, and off Blackhead's Joan found the same yacht and retired. The boats were first round the mark, followed by Gae, but the latter overtook on the journey to the Trocar and retained the lead till the finish.

|         | H. | M. | S. |
|---------|----|----|----|
| Gae     | 1  | 8  | 59 |
| Fae (3) | 1  | 9  | 42 |

Ashore and Mota did not finish. Gae now leads with 43 points, Joan being second with 30.

ROYAL HONGKONG YACHT CLUB.  
Owing to the misfiring of the starting gun the previous Sunday the eighth club race was resailed yesterday in an excellent sailing breeze from the south-east. As good starts were witnessed and all the boats were abreast most of the way to the mark. Kathleen and Colleen being more towards the southern shore than Min, Sprite and Bonita. The boats converged near the mark, Colleen being the first to shoot the Trocar, and Bonita last. The run to the north fairway buoy saw Colleen gain something on Kathleen and Sprite coming up level with Colleen. Kathleen's second and Sprite close behind. On the last back to the finishing line Kathleen and Min took the Hongkong side whilst Colleen, Sprite and Bonita worked towards Yauwili. Sprite held on one tack till Yauwili was reached, but the other two took the central channel. Kathleen finished first, Colleen coming in second, Sprite third, Min fourth, and Bonita last. The Sunday previous Kathleen also won.

LAUNCHES IN TROUBLE.

One of the I. M. Customs regulations is that no Government launches are permitted to tow any vessels without first having obtained permission from the Customs. A few days ago two Government launches, the *Ting Kung* and *Hoi On*, were seen towing flower boats. A Customs official informed the Commissioner of the matter and he reported the case to the Viceroy.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

## TO LET.

**NO. 1, "ORMSBY VILLAS."**  
No. 3 and 5, ORMSBY TERRACE,  
Granville Road, Kowloon. Moderate Rentals.  
Apply to—  
**SPANISH PROCUROTOR.**  
Hongkong, 4th March, 1907. 499

## TO LET—FURNISHED.

**9, KNUITSFORD TERRACE, Kowloon**  
For Two Months with use of Tennis  
Court, from 1st May or earlier. Rent reasonable.  
Apply at the House.  
Hongkong, 4th March, 1907. 491

## FURNISHED ROOM WANTED.

**QUIET ENGLISHMAN REQUIRES**  
FURNISHED BEDROOM in Respectable House in Central District or close proximity with Bath, &c., and reasonable attendance. No illuminant necessary. No music or light breakfast only by arrangement. Small Room simply furnished will suffice. All letters regarding this confidential. Write first, stating terms, to—  
**SIMPLE LIFE.**  
Care of "Daily Press" Office,  
Hongkong, 4th March, 1907. 501

**THE SHUI ON Steamship Company, Ltd.**  
of No. 8, Queen's Road West, Victoria  
Hongkong, HEREBY GIVE NOTICE that they have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "Kwong Chuan" of Hongkong, Official No. 104839 of Gross Tonnage 23,391 tons, Register Tonnage 505.78 tons, heretofore owned by the said SHUI ON Steamship Company, Ltd., for permission to CHANGE HER NAME to "KWONG SAI" and to have her registered in the New Name at the Port of Hongkong as owned by the said SHUI ON Steamship Co., Ltd.  
Any objections to the proposed change of Name must be sent to the Registrar of Shipping at Hongkong within Seven days from the appearance of this Advertisement.  
Dated at Victoria, Hongkong, the 1st day of March, 1907. 502

## NOTICE TO MARINERS.

No. 283 (Special).

CHINA SEA.

## SHANGHAI-NINGPO DISTRICT.

## TONGTING ISLAND LIGHT EXHIBITED.

**REFERRING TO NOTICE TO MARINERS No. 250 (Special),** NOTICE is HEREBY GIVEN that the Light on Tongting Island was EXHIBITED for the first time at Sunset on the 23rd February, 1907.

The Illuminating apparatus is dioptric of the Fourth Order and gives four white Lightening Flashes in quick succession every 20 seconds. The power of each flash is about 24,000 candles. The Light, which is situated on the summit of the Island and is visible all round, is elevated 180 feet above the level of the sea and should be visible in clear weather at a distance of 19 nautical miles.

The Tower is 13 feet high, with a total height from base to lantern of 25 feet. The Tower and buildings are painted White. In thick or foggy weather a Second Class single-note fog horn will be sounded giving a blast of approximately 2 seconds duration every 2 seconds.

Position: Latitude, 29° 21' 53" N.  
Longitude, 122° 35' 24" E.

**CAUTION**—It should be noted that a Second Class Single Note fog-horn has not the power of a 1st Class Siren.

T. J. ELDRIDGE,  
Acting Coast Inspector.

Coast Inspector's Office,  
Shanghai, 25th February, 1907. 503

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rabatton United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SEZ, PORT SAID, MESINA, NAPLES, LEONOR and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN Ports up to CALTAIO. (Taking Cargo at through rates to PESHIAN GULF and BAGDAD, also BANGKOK, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"  
Captain Dodoro, will be despatched as above on TUESDAY, the 12th inst., at NOON.  
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to—  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 4th March, 1907. 4

## FOR SALE.

**CRUISING YACHT, "DOROTHY,"**  
equipped; new sails last November.  
Apply—  
**J. HASTINGS,**  
38, Queen's Road Central.  
Hongkong, 28th February, 1907. 469

## WANTED.

**LADY TYPIST,** able to write shorthand. Reply stating speed, previous experience, salary required.  
Address—  
"B," P.O. Box 388.  
Hongkong, 27th February, 1907. 469

## COME AND INSPECT

Our Special Varieties of  
**ARTISTIC VIEW POSTCARDS**  
ALL KINDS OF  
**FOREIGN POSTAGE STAMPS, ALBUMS**  
AND OTHER  
**PHILATELIC GOODS**  
AT PRICES TO SUIT ANY BUYERS.  
**GRACA & CO.,**  
Hongkong Hotel Corridor,  
Hongkong, 1st January, 1907. 128

## ENTERTAINMENT

**THEATRE ROYAL.**  
THE  
**BANDMANN COMEDY**  
**COMPANY.**  
22 LONDON ARTISTES 22  
TO-NIGHT (MONDAY),  
MARCH 4TH.

## THE SIGN OF THE CROSS

PRICES OF ADMISSION: \$3, \$2 AND \$1.

Plan now open at MOUTRIE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp  
Hongkong, 28th February, 1907. 465

## NOTICES OF FIRMS

## NOTICE.

I have This Day authorised Mr. CURMALLY HASSUM to Sign my Firm.  
**E. PABANEY.**  
Hongkong, 28th February, 1907. 473

## NOTICE.

**MR. ELLIS KADOORIE** has This Day been admitted a PARTNER in the Firm.  
**E. S. KADOORIE & Co.**  
Hongkong, 1st March, 1907. 476

## NOTICE.

**MR. HERBERT RICHARD RUDD HANCOCK** is This Day authorised to SIGN the name of our Firm.  
**SHEWAN, TOMES & Co.**  
Hongkong, 15th February, 1907. 499

## PUBLIC COMPANIES

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE THIRTY-EIGHTH ORDINARY MEETING** of Shareholders will be held at the Office of the Undersigned at 11 A.M. on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.  
**JARDINE, MATHESON & Co.,**  
General Managers,  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, 11th February, 1907. 385

## THE CHINA FIRE INSURANCE CO., LIMITED.

## THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.  
By Order,  
**GEO. L. TOMLIN,**  
Secretary.  
Hongkong, 5th February, 1907. 362

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## THE TWENTY-FOURTH ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, St. George's Building, No. 3, Connaught Road, Victoria, on WEDNESDAY, the 13th March, 1907, at 11 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, and also for the election of a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 9th March to WEDNESDAY, the 13th March, both days inclusive.  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 1st March, 1907. 492

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE DIVIDEND of 12% per Share** for the Six Months ending 31st December, 1906, declared at Monday's Ordinary Yearly Meeting, will be Payable at the premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 26th Feb., and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Praya.

By Order of the Board of Directors,  
**THOS. I. ROSE,**  
Secretary.  
Hongkong, 26th February, 1907. 456

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE SPECIAL RESOLUTIONS** altering the Articles of Association and providing for the Sub-division of each of the existing Shares of £10 each in the Capital of the Company into Two Shares of £5 each fully paid (one of which is a Preferred Ordinary Share and the other a Deferred Ordinary Share having the respective rights defined by the resolutions) having been duly passed, the Sub-division came into effect on and from the 1st of January, 1907. Shareholders are now requested to send in the Share Certificates for the Shares which stood in their names on the Register on the 31st December, 1906, in order that they may be cancelled and the corresponding Certificates for Preferred Ordinary Shares and Deferred Ordinary Shares may be issued to them in exchange in due course.

**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, 28th February, 1907. 480

## MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 39 Cents  
On Paper ... 20  
On Sale at the Hongkong Daily Press Office.  
Hongkong, 26th January, 1907.

## MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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Mounted on Card ... 39 Cents  
On Paper ... 20  
On Sale at the Hongkong Daily Press Office.  
Hongkong, 26th January, 1907.

## AUCTIONS

## PUBLIC AUCTION.

**THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE ESTATE OF CAPTAIN FRANK WARREN, R.A. DECEASED, On WEDNESDAY, the 6th March, 1907, at 11 A.M. at their SALES ROOMS, No. 3, Des Vaux Road, (Corner of Lee House Street), THE GOODS AND CHATELAIN, TRAVELLING BAGS AND TRUNKS, CLOTHING, CHEST-OF-DRAWERS, WASHSTAND, BOOKS, &c., &c., &c.; Also One GENT'S BICYCLE and One 12 Bore FOWLING PIECE.**

Terms:—As usual. **HUGHES & TROUGH,**  
Auctioneers.  
Hongkong, 2nd March, 1907. 495

## BY ORDER OF THE MORTGAGEE

## PUBLIC AUCTION.

**MR. GEO. J. LAMBERT** has received instructions to sell by Public Auction on MONDAY, the 11th day of March, 1907, at 3 o'clock in the afternoon, at his SALES ROOMS, No. 3, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY Situated at KOWLOON TONG in the New Territory in the Colony of Hongkong viz:—

(1) All that piece or parcel of Ground situated at Kowloon Tong in the New Territory in the Colony of Hongkong and registered in the Land Court, Lot Number Four hundred and two of Survey District No. 4. Area 2.35 acres. Annual Crown Rent \$7.05.

(2) All that piece or parcel of Ground situated at Kowloon Tong aforesaid and registered in the Land Court as Lot Number Four hundred and thirty of Survey District No. 4. Area 5.19 acres. Annual Crown Rent \$14.07.

Agricultural Crown Leases have been granted in respect of both Lots.

For further Particulars and Conditions of Sale, apply to—  
**Messrs. GOLDING & BARLOW,**  
10, Queen's Road Central,  
Solicitors for the Mortgagee, or to  
**MR. GEO. J. LAMBERT,**  
Auctioneer.  
Hongkong, 28th February, 1907. 472

## BY ORDER OF THE MORTGAGEE

## PUBLIC AUCTION.

**MR. GEO. J. LAMBERT** has received instructions to Sell by Public Auction on THURSDAY, the 14th day of March, 1907, at 3 P.M., at his SALES ROOMS, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY Situated at SHAIKIWAN, in the Colony of Hongkong, viz:—

All that piece or parcel of Ground situated at ShaiKIWAN aforesaid and registered in the Land Office as SHAIKIWAN INLAND LOT No. 10 Together with all Erections and Premises (if any) thereon. Area 15,289 square feet or thereabouts. Term 75 years, created by an Indenture of Crown Lease dated the 21st day of July, 1902. Crown Rent \$88.00.

For further Particulars and Conditions of Sale, apply to—  
**Messrs. JOHNSON, STOKES & MASTER,**  
Solicitors for the Mortgagee, or to  
**MR. GEO. J. LAMBERT,**  
Auctioneer.  
Hongkong, 27th February, 1907. 462

## TO LET

## TO LET.

**NO. 23, LEIGHTON HILL ROAD.**  
Immediate Possession.  
**NO. 26, LEIGHTON HILL ROAD.** Possession 1st March, 1907.  
Apply to—  
**THE COMPADORE,**  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 339

## TO LET.

**NO. 2, HOLLYWOOD ROAD.**  
Apply to—  
**ARRATON V. APCAR & Co.,**  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET.

**NO. 27, SEYMOUR ROAD.**  
4 New Houses in KENNEDY ROAD, near Wan Chai.  
**NO. 90 & 91 GODOWN PRATA EAST.**  
Apply to—  
**SAM WANG CO. LTD.,**  
81, Queen's Road Central.  
Hongkong, 13th November, 1906. 103

## TO LET.

**IMMEDIATELY, the Capacious Premises on the ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney Co. Ltd.**  
Apply to—  
**GILMAN & CO.,**  
Hongkong, 23rd January, 1907. 260

## TO LET.

**WELLSBURN, No. 81 the PEAK.**  
Apply to—  
**JAVA-CHINA-JAPAN LUN,**  
York Buildings.  
Hongkong, 22nd January, 1907. 254

## TO LET.

**POSSESSION FROM 1ST APRIL NEXT.**  
2 Semi-attached HOUSES, Nos. 138 and 139, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and a Tennis Court.  
Apply to—  
**CHUNG CHINAM,**  
Yan On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907. 482

## TO LET.

**OFFICES in KING'S BUILDING and YORK BUILDING.**  
A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRATA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
PLATS in MORETON TERRACE.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1907. 91

## TO LET.

**2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—**  
**TATA & CO.**  
Hongkong, 24th December, 1906. 105

## TO LET.

**A HOUSE in KNUITSFORD TERRACE KOWLOON.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1907. 92

## TO LET

## TO LET.

**IN ALEXANDRA BUILDINGS** Small Office on Second Floor.  
Apply—  
**SECRETARY,**  
**A. S. WATSON & Co., Ltd.**  
Hongkong, 4th January, 1907. 150

## OFFICE TO LET.

**ONE ROOM in PRINCE'S BUILDINGS** from 1st February. Rent \$50 per month.  
Apply—  
**REUTER, BROCKELMANN & Co.,**  
Princo's Buildings.  
Hongkong, 29th January, 1907. 299

## TO LET.

**"GLENWOOD" CAINE ROAD,** suitable for a Boarding House or Club.  
No. 4, CONDUIT ROAD.  
No. 73, WYNDHAM STREET.  
"BANGOUR" FRANK BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.  
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).  
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.  
VESTHOUSE VILLA NORTH, Bonham Road.

**TO LET OR FOR SALE,**  
NEW HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117.  
Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 2nd November, 1906. 102

## TO LET.

**NO. 24, WYNDHAM STREET.**  
Apply to—  
**E. A. & C. F. DE CARVALHO,**  
14, Arbuthnot Road.  
Hongkong, 28th February, 1907. 471

## TO LET OR LEASE.

**FROM 1ST JANUARY, 1907.**  
**NO. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.**  
Nos. 1, 3, 5, 7 and 9 SUN WAI LANE.  
Apply to—  
**ARRATON V. APCAR & Co.,**  
45, Wyndham Street.  
Hongkong, 24th October, 1906. 101

## TO LET—FURNISHED.

**"LEWKNOR," No. 116, PRINCE ARTHUR ROAD.**  
Apply to—  
**M. W. SLADE,**  
Princo's Buildings.  
Hongkong, 29th January, 1907. 800

## TO LET—FURNISHED.

**A Nicely Situated and Well FURNISHED HOUSE** at Kowloon. Electric Light, etc. Apply to—  
**M. J. H.,**  
Care of "Daily Press" Office.  
Hongkong, 19th February, 1907. 423

## TO LET.

**RAVENSHILL WEST No. 3, PARK ROAD.**  
Apply to—  
**DEACON, LOOKER & DEACON,**  
Hongkong, 5th December, 1906. 104

## TO LET.

**FROM 1st MARCH, 1907.**  
**NO. 3, CARNARVON VILLAS, and No. 6, "LOCHIEL TERRACE," Kowloon.**  
Apply to—  
**HEWAN & Co.,**  
No. 15, Connaught Road, West.  
Hongkong, 1st February, 1907. 324

## TO LET.

**NO. 2, MACDONNELL ROAD.**  
Apply to—  
**COMPADORE'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 97

## TO LET.

**NO. 6, LYNEWOOD VILLAS, Kowloon,** Subdivision from 1st March next, Five Rooms and Tennis Court. Rent \$125 per month including taxes.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 21st January, 1907. 241

## TO LET.

**NO. 1, WEST END TERRACE, Shamoen, Canton.**  
Apply to—  
**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1907. 91

## TO LET.

**2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENCOURT, GARDEN ROAD, Kowloon, Electric Light, Tennis Court.**  
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.  
Apply to—  
**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 19th February, 1907. 94

## TO LET.

**2 FOUR-ROOMED HOUSES** at Praya East, near East Point.  
Apply to—  
**JARDINE, MATHESON & Co.,**  
Hongkong, 2nd January, 1907. 137

## TO LET.

**2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—**  
**TATA & CO.**  
Hongkong, 24th December, 1906. 105

## TO LET.

**A HOUSE in KNUITSFORD TERRACE KOWLOON.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1907. 92

## TO LET.

**2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—**  
**TATA & CO.**  
Hongkong, 24th December, 1906. 105

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**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1907. 92

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Hongkong, 24th December, 1906. 105

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Hongkong, 1st March, 1907. 92

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**TATA & CO.**  
Hongkong, 24th December, 1906. 105

## TO LET.

**A HOUSE in KNUITSF**



## INTIMATIONS

**S. MOUTRIE & CO., LTD.**  
ESTABLISHED 1875.

## BABY GRANDS

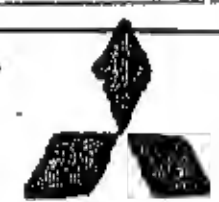
BY  
**RACHELS, PLEYEL, KEMMLER**  
AND  
**ROSENKRANZ.**

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

**S. MOUTRIE & CO., LTD.**  
York Building, Chater Road.  
Hongkong, 30th July, 1906.



**NETSU BISHI GOSHI-KWAISJA (MITSU BISHI CO.)**  
**COAL DEPARTMENT**  
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.  
All ABC 5th Ed. Western Union Cables used.

MANAGER, **MITSU BISHI CO.**  
with name of place under.  
BRANCH OFFICES—

**NAGASAKI, MOJI, KOBE, KARATSU**  
**SHANGHAI, HONGKONG, & HANKOW.**

AGENCIES—  
**YOKOHAMA: M. ASADA, Esq.**  
**CHINKIANG: Messrs. GRUBB & CO.**  
**MANILA: Messrs. MACDONALD & CO.**

**SOLE PROPRIETORS of Takashima, Ochi, Shinan, Namsan, and Kani Yama Collieries and also Higo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.**

The Head and Branch Offices and Agencies of the Company will receive any order for coals produced from the above Collieries.

**T. MATSUKI, Manager, Hongkong.**  
No. 2, Padder Street.



**LADIES' AND GENTS' BOOTS AND SHOES.**

**EASTMAN KODAKS, CAMERAS**  
**PHOTOGRAPHIC GOODS.**

PRICES MODERATE.

**A TACK & CO.,**  
26, DES VEXE ROAD CENTRAL.  
Hongkong, 18th January, 1907.

JUST PUBLISHED.

**NOW ON SALE.**  
**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**

日曆 庚申年十五  
FROM 1st JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 78th CHINESE TO THE 50th YEAR OF THE 78th CHINESE. THAT IS THE 3RD YEAR OF TUNG CHI TO THE 38th YEAR OF KWANG SUI.

PRICE \$2 CASH.  
On sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906.

**NOTICE TO CONSIGNEES**  
**AUSTRIAN LLOYD'S STRAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**  
FROM YOKOHAMA, KOBE AND SHANGHAI.

The Company's Steamship  
"AUSTRIA,"  
having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 8th March, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th March will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & CO.,** Agents.

Hongkong, 1st March, 1907.

## NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers  
"NILE."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be loaded here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th March, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 28th February, 1907.

**NOTICE TO CONSIGNEES.**  
"GLEN" LINE OF STEAMERS  
FROM LONDON, ANTWERP AND STRAITS.

THE Steamship  
"GLENSTRAE,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at 7 p.m. into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th March will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

**MCGREGOR BROS. & GOW.**  
Hongkong, 28th February, 1907.

**NORDEUTSCHER LLOYD, BREMEN.**  
**IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**  
THE Steamship  
"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FRIDAY, the 1st March, at 5 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th March, at 9.30 a.m.

All Claims must reach us before the 15th March, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

**NORDEUTSCHER LLOYD.**  
**MELCHERS & Co.,**  
Agents.  
Hongkong, 1st March, 1907.

**NOTICE TO CONSIGNEES.**  
FROM MIDDLESBOROUGH, LONDON  
ANTWERP AND STRAITS.

THE Steamship  
"BRECONSHIRE,"  
Captain Tomkinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **SHEWAN, TOMES & Co.,** Agents.

Hongkong, 1st March, 1907.

**NIPPON YUSEN KAISHA.**  
**NOTICE TO CONSIGNEES.**

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, COLOMBO AND  
SINGAPORE.

THE Company's Chartered Steamship  
"DARDANUS,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 7th March will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 10th March, or Claims in connection therewith will not be recognised.

**NIPPON YUSEN KAISHA.**  
Hongkong, 28th February, 1907.

**PURE FRESH WATER.**  
THE HONGKONG STEAM WATER  
BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.  
**J. W. KEW,**  
Manager,  
Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905.

## SITUATION IN SAN FRANCISCO.

Mr. Frederick Palmer, war correspondent, writes:—

Crossing from Oakland to San Francisco, I had my first glimpse of the problem on the spot. Some boys of fifteen or sixteen called out a pair of stocky coolie Japanese on the ferry. "Hello, Skipper! How's your friend Roosevelt?"

"Say, Skipper," the boys persisted, "we're going to paint the White House yellow for you. Still no answer from the Japanese, except a callie dipping of the eyelids. Nor would there be any unless they were attacked. Then they would have fought like devils. I had been reading the local dailies in the steamer, and "these irresponsible gamblers" thought I, to my wisdom, "are the product of newspaper agitation." Michael de Young, of the "Chronicle," started the furore. He knew that the way to make circulation is not to caution people to be reasonable, but to spring sensations which will confirm them in all their suspicions, prejudices, and dislikes. When de Young got a "rise," immediately Hearst's "Examiner" took the cue. Intense rivalry followed.

The "Chronicle" is still in the lead. Michael de Young alone, without reserves support, or a line of communication, is able to march Japan to a jelly with one hand. The Hearst organ has landed at least two army corps of Japanese veterans with artillery concentrated in their pockets in Herby street, into the "Southern Pacific" have located all the gun positions at strategic points in the Rockies, which seems a little strange to me, considering that in the war with Russia the Japanese went by Russian maps which they had captured. As for spies a new species in a new place is found every day. They are the pawns in the war of publicity.

Not and Schmitts were quick to join the procession. Schmitt's, eloquent oratorical, declared in an anti-Japanese mass-meeting that he was ready to lay down his life—possibly to postpone his trial for extortion. Besides, he would not be needed. De Young had already spoken first for the privileges. Perhaps he and I had had the same object as the man who divers attention from himself by crying "Stop, thief."

And now I hear you say—you who live three thousand miles away, with the beam in your eye—that it's all been a matter of dirty politics, this transgression of a great principle. Not in the least. The politicians have simply pandered to public sentiment. Every printer, reporter, editor believed in the policy acclaimed by the press. So, practically, does the whole Pacific Coast. This view has been crystallized into a habit like that of the Irish about Cromwell. The political mouthpiece of that automatic speech maker, Congress, man Kahn, and others, were the effects of individual draft to get more wind than their rivals.

San Franciscans are a people used to having their own way. They come of that breed. They live over the Divide and with the mountains at their backs they look out to sea. When they were beginning to build their city, they considered it a privilege because light-vent—Michael brought it so sharply to their attention—that this was the time to make one of the changes they had long had in mind.

The result was the Oriental School. When I visited it and saw all the Chinese and the Koreans—whom we forgot in the East—I could understand why I would not want to attend there if I were a Japanese. The Chinese and the Koreans rarely wash, while the Japanese take a bath every day. The Chinese say that the Japanese smell like fresh fish, and we can imagine ourselves how the Chinese smell to the Japanese. One solitary Japanese boy, Frank Kobayashi, now attends the Oriental School. He has written to the President saying that he prefers segregation because he learns faster than he did in American classes. Kobayashi is to me a marvel in racial anomalies. He is a pes that grows outside a pole like a cranberry.

To the San Franciscans their action was a part with that of a mobster who decides to put a partition between two departments. Japan's protest was as much of a surprise as if a merchant from a neighboring town had wanted the partition down because one of the clerks was relative of his. Were they living in Germany that they might not regulate their local affairs? If so, then it was to be borne in mind that the Kaiser has been a long time in making his Polish subjects drink out of the Tontine creek. The President's message, while the Polish expropriation into a white heat of anger, which has led to a determination on the part of thinking San Franciscans, while Michael de Young has yelled louder than ever.

It is Michael's baying which leads the rest of the country to think that the whole cry is moonshine and not representative. Michael's baying produces lawlessness and excess. It might one day lead to riot. For the time I saw the expropriation of an American community nothing toward an answer to the Japanese in their racial exclusiveness and concealment act toward any Caucasian. It was amazing.

The conduct of the Japanese is, for the most part, exemplary. So their Emperor orders. A diplomatic case is ever in preparation. Tick-tick, the Japanese Consulate keeps an account of every act of violence against a Japanese subject. The Japanese do not segregate in quarters as the Chinese and European immigrants do. They rarely get intoxicated. They take off their kimonos and increase their bowlegs, unbecoming pants. The ranks of the day labourer among the debris are closed to them, as are the ranks of all the trades. If they open restaurants or stores with American goods little custom comes, though they undersell rivals. They may be servants, cobblers, dry-men, and fill in the odd jobs with the American can does not want. At school the children of the coolie class are slow; having no knowledge of English, they are a positive drag on the other pupils. Those of the merchant class are usually bright. All are clean and attentive.

"But," say the San Franciscans, "grows men go to school with our young girls. We will not stand for that."

"Then," instantly suggests the visitors, "why not make a rule limiting the age of the grades?"

That brings practically the answer that they do not want Orientals in their schools. No public charge of the offence feared has been brought against any "study boy." When the Board of Education passes the immorality of the Japanese as a cause of disease, a cyste may ask if there is anything worse in Japan than the organized promotion of brothels by the present city administration.

How to BE BEAUTIFUL—Keep your complexion. Mrs. Allen's Ointment. Lett Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated March 2nd, 1907:—

Business during the week under review has been exceedingly small, and the market closes with a weakish tendency, most stocks being on offer, while intending buyers play a waiting game, expecting to get shares cheaper. The sterling demand rate of exchange on London closes at 2s. 2 1/2, while rates on Shanghai are 7s. 2 1/2 for a Bank T/T, and 7s. 7 1/2 for a three days' sight Private Draft, the rate in Shanghai on this for a three days' sight Private Draft being 7s. 7 1/2. Bankers in London are quoted 32.4-100, and Consols 430.13-16.

**BANK SHARES.**—A few small lots of Hongkong and Shanghai sold at 88 1/2, but more shares are available; the London rate is 4104-105.01. Nationals are unchanged.

**MARINE INSURANCE SHARES.**—Unions have advanced to sales and buyers at 83 1/2. A few Canton fetched 82 1/2. A few North China sold at 7s. 8 1/2. Other stocks under this heading are unchanged.

**FIRE INSURANCE SHARES.**—Hongkong have been done at 83 1/2 and 83-5, closing with sellers at the higher figure. Chinese changed owners at 84 1/2, at which rate more shares can be placed.

**SHIPPING SHARES.**—Small lots of Hongkong, Canton & Macao Steamboats changed hands at 89, market closing quiet. Indes were in some little demand in the early part of the week at 86, but few shares changed hands. The market closes weaker with sellers at 88 1/2, Shanghai quoting sellers at 7s. 63 and buyers at 7s. 61. The London rate is 63.5s. 6d. China and Maules are weak with sellers at 82 1/2. Consols remain on offer at 83 1/2. Star Forties have sellers at 83 1/2 for old, and 83 1/2 for new shares. Shells are quiet at 34 1/2; London quotes sellers at 34 1/2. Hongkong Steam Waterboats are on offer at 84 1/2.

**REFINERIES.**—China Sugars sold in small lots at 81 1/2, at which figure further shares might be placed; but there are sellers at 81 1/2. Lurons are unchanged.

**MINE SHARES.**—Charbonnages are quoted 450 or the trial dividend of 35 p. per share on account of 1906, payable in Paris yesterday. Roubins sold at 84 1/2, but there are no buyers now over 88; Chinese Engineering and Mining Company's shares sold in the North at 13s. 13.

**DOCKS, WHARVES, GODOWNS, &c.**—Hongkong and Whampoa Dock Company's shares are for sale at 81 1/2, the dividend of 88 p. per share paid on 25th ultimo; Fawcett's as well as New Army Docks, are unchanged. Hongkong and Kowloon Wharves sold and have further sellers at 84 1/2. Shanghai Docks ruled steady to firm at 10s. 108, but closing at 10s. 107, at which figure sales have been reported in the North. Shanghai and Hongkong Wharves have improved to buyers at 10s. 255 old and new, and 10s. 255 for new shares.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Land Investment and Agency Company's shares sold at rates ranging between 8107 and 8108, but only small lots changed hands, and more shares are wanted at 8107 1/2. Kowloon Lands are in request at 83 1/2, while West Point have weakened to sellers at 810. Hongkong Hotels, since issue of the report for half-year, have maintained down a bit, and only a few shares sold at 81 1/2, closing with probable further sellers. Humphreys sold at 81 1/2 and 81 1/2, closing with sellers at 81 1/2. Shanghai Lands are quoted 10s. 102 for old, and 10s. 64 for new shares.

**COTTON MILLS.**—Shanghai quotes 80s 7 1/2. International T/T, 67. Long Kong More 11. 124 or the dividend of 12 p. per share paid on 27th ultimo, and Consols 430.13-16. Hongkong Cottons changed hands at 812.

**SUNDRY MANUFACTURING COMPANIES.**—Dairy Farms sold and have sellers at 816 1/2. Green Island Cement Shares have been done at 82 1/2, closing with sellers at that figure. A small lot of Ice Company's shares has been fixed at 82 1/2, and more shares are wanted. Other stocks and a this heading are unchanged.

**MISCELLANEOUS.**—China Providents fetched 88.80 to 88.90, closing with further buyers at 88.91. Langkats have buyers in the North at 10s. 20 1/2. Watkins changed hands at 82 1/2, and have further sellers. Watsons have been done and are wanted at 81 1/2. Other stocks under this heading have not been dealt in and are unchanged.

**Abbey's Effervescent Salt**  
You will be thankful when you become acquainted with Abbey's Salt, for you will find it pleasant and effective.

Abbey's Salt conquers headache, constipation, indigestion, biliousness, and all troubles that come from a disordered condition of the stomach, liver and bowels.

When you do become acquainted with Abbey's Salt, you will probably be sorry you didn't know about it sooner.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

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THE  
**DIRECTORY AND CHRONICLE**  
FOR 1907.

Complete Edition ... \$10.00  
Small ... 6.00

Obtainable at the Hongkong Daily Press Office, and from the Local Booksellers.

**CLEANSE YOUR BLOOD**  
WITH GRIMAULT & CO'S  
**SARSAPARILLA**



ON SALE.  
A TALK OF THE  
**RATES OF EXCHANGE**  
AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Italian Mints to the First of January of Silver

FROM 1893 TO 1905;  
ALSO  
RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other Useful Information.

PRICE: 81 CASH.  
On Sale at the "DAILY PRESS" Office, or  
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**DINNEFORD'S MAGNESIA**

The Physician's Cure for Gout, Rheumatic Gout, and Gravel.

Salut and most Effective Agent for Regular Use.

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For INFANTS and INVALIDS.

Benger's Food with Milk forms a dainty, delicious and most easily digested cream.

"Retained when all other foods are rejected."—*Medical Annual.*

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It is true Economy to use Van Houten's Cocoa.

No other cocoa goes so far.

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"A perfect beverage, combining Strength, Purity, and Solubility."—*Medical Annual.*

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HIGH QUALITY. MODERATE PRICES.  
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TYPHOON PAMPHLET  
CONTAINING A FULL ACCOUNT OF THE TYPHOON of September 18th, 1906, illustrated by 20 PHOTOGRAPHIC VIEWS.  
PRICE 50 CENTS CASH.  
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**Allenburys Foods**  
The Milk Foods closely approximate in composition to, and are as easy of digestion as Mother's Milk. They provide a perfect diet for the formation of firm flesh and strong bone. The Milk Foods are absolutely free from any noxious germs, and hence are far superior to cow's milk as contained in tins, especially in hot weather. No diarrhoea, digestive or stomach troubles need be feared from the use of the "Allenburys" Foods. The "Allenburys" Foods are three in number, and so graduated as to provide the maximum amount of nourishment that the child is able to digest at the period of life for which the foods are respectively recommended.

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For infants from birth to three months of age.

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For infants from three to six months of age.

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For infants of six months and upwards.

*Pamphlet on INFANT FEEDING and MANAGEMENT, free.*  
**Allen & Hanburys Ltd., Lombard St., London, Eng.**



## SHIPPING

## ARRIVALS

CHUYEN, Chinese str., 1,177, C. Stewart, 2nd March—Shanghai 27th Feb. General—Chinese.

CHUYEN, British str., 1,421, A. E. Sandbach, 2nd March—Shanghai via Swatow 20th Feb. General—Jardine, Matheson & Co.

DAIYEN, German str., 1,254, E. Schipper, 1st March—Saigon 25th February, Rice—Hamburg-Amerika Linie.

FUKUSHU MARU, Japanese str., 1,090, T. Ito, 2nd March—Anping and Swatow 28th Feb. General—Osaka Shosen Kaisha.

HAMBURG, German str., 4,070, M. Teller, 3rd March—Hamburg 20th Jan. General—Hamburg-Amerika Linie.

HAICHING, British str., 1,277, A. E. Hodgins, 3rd March—Fochow 28th Feb. Amoy 1st March and Swatow 2nd, General—Douglas, LaPraik & Co.

HELEN, German str., 771, J. Jensen, 2nd Mar.—Hobow 1st March, Coal, Japan & Co.

KIYO MARU, Japanese str., 1,418, S. Hirai, 3rd March—Saigon 25th Feb. Rice—Kamohara, German str., 646, S. Turgensen, 2nd March—Kuang-chow 1st March, Ballast—Jensen & Co.

KOUANG SI, French str., 4,203, Courol, 3rd March—Singapore 24th Feb. General—Messageries Maritimes.

LIGHTNING, British str., 2,192, A. E. Pentle, 3rd March—Calcutta and Straits 14th Feb. General—D. S. S. & Co.

MACHU, German str., 1,986, R. Zoll, 3rd March—Hankow 18th February, Rice and Teak—Butterfield & Swire.

MAN ABITA, American str., 721, John A. R. Chubb, 2nd March—Singapore 24th February, General.

NIHIN, British str., 757, A. Erikson, 2nd March—Bangkok 20th Feb. 1st, Coal—Chinese.

SEIKU MARU, Japanese str., 1,395, L. H. Matsuda, 2nd March—Kobe 22nd Feb. General—Japanese.

TINHOW, British str., 901, T. R. Kidd, 2nd March—Saigon 25th February, Rice and Teak—Arnold, Kuehng & Co.

YAMAGUCHI, Japanese str., 3,456, K. Fujiki, 2nd March—Muji 23rd February, Coal—Mitsui Bussan Kaisha.

YONGKOW, British str., from Canton.

YONKAWA, Japanese str., 1,759, S. Todoroki, 2nd March—Muji, Matohs and General—Japanese.

## DEPARTURES

March 2nd.

AUSTRIA, Austrian str., for Singapore.

CALORAS, British str., for Shanghai.

EBERLE, British str., for Australia.

GLANTREE, British str., for Shanghai.

ITHACA, German str., for Canton.

KOJIMA MARU, Japanese str., for Anping.

KURANGA, British str., for Singapore.

KWELIN, British str., for Canton.

MARIE, German str., for Saigon.

MATHILDE, German str., for Hobow.

PRINZ LUDWIG, German str., for Shanghai.

PRINZ WALDEMAR, German str., for Australia.

SHANTUNG, British str., for Hongkong.

ZAFIRO, British str., for Manila.

SHIPPING REPORTS.

The British str. Chuyen reports: Variable light winds and misty weather to Tientsin; from thence to port, strong to light N.E. winds and clear weather.

The Chinese str. Chuyen reports: Strong N.E. winds and rough sea, rain at times from Shanghai to Breaker 11; thence to port light N.E. winds and fine.

The British steamer Nene reports: From passing Palo Obi strong winds from N.E. and N.W. with heavy sea lasting the rest of the passage.

The British str. Tinhow reports: Strong N.E. winds and fine clear weather to North of Paracel Islands; thence to port strong N.E. breeze and misty weather, with high N.E. sea.

## VESSELS IN DOCK

March 1st.

ARRIVED DOCKS—

Kowloon Docks—Sorsogon, Fronde, Z. Y. de Aldecoa, Kwongchow, Emerald, Sophie, Prince Sigismund, Wonyoi, Tylatop, Rabi, Tai Jo.

COSMOPOLITAN DOCKS—Peng Fei, Honan, Shantung, Marie.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Girard, will be despatched for the above Ports TO-MORROW, the 4th March.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 26th February, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATCHING,"

Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 5th inst., at 11 A.M.

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DOUGLAS, LAFRAIK & Co.,

General Managers.

Hongkong, 1st March, 1907.

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Regular Steamship Service between Hongkong, Callao and Iquique via Japan Ports will be sent to Valparaiso if sufficient indentment.

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ENG HOK FONG S.S. CO.

THE Steamer

"WOOLWICH,"

Captain A. Stoker, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 28th March, 1907.

For Freight or Passage, apply to

ENG H. K. FONG & CO.,

27, Des Voeux Road Central.

Hongkong, 1st March, 1907.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                           | VESSEL'S NAMES   | FLAG & REG. | BERTH | CAPTAIN         | FOR FREIGHT APPLY TO    | TO BE DESPATCHED         |
|---------------------------------------|------------------|-------------|-------|-----------------|-------------------------|--------------------------|
| LONDON &c. via USUAL PORTS OF CALL    | DELHI            | Brit. str.  | —     | J. D. Andrews   | P. & O. S. N. Co.       | On 9th inst., at Noon.   |
| MARSEILLES, Ac. via PORTS OF CALL     | AUSTRIAN         | French str. | —     | Voron           | Messageries Maritimes   | To-morrow, at 1 P.M.     |
| MARSEILLES, HAVRE & COPENHAGEN, &c.   | TRANQUEBAR       | Dan. str.   | —     | —               | Messageries Maritimes   | On 12th inst.            |
| MARSEILLES, HAVRE & HAMBURG           | ELAVONIA         | Ger. str.   | k.w.  | W. W. W. W.     | HAMBURG-AMERIKA LINIE   | On 22nd inst.            |
| MARSEILLES, LONDON & ANTWERP          | MANILA           | Ger. str.   | —     | Ch. Polack      | P. & O. S. N. Co.       | About 27th inst.         |
| BREMEN, via PORTS OF CALL             | PRINCESS ALICE   | Ger. str.   | k.w.  | Russ            | Messageries Maritimes   | On 13th inst., at Noon.  |
| HAVRE & HAMBURG via STRAITS, &c.      | BRASLIA          | Ger. str.   | k.w.  | Schulze         | HAMBURG-AMERIKA LINIE   | On 24th inst.            |
| HAVRE & HAMBURG via STRAITS, &c.      | SCANDIA          | Ger. str.   | k.w.  | Schulze         | HAMBURG-AMERIKA LINIE   | On 18th inst.            |
| NAPLES, LISBON, HAVRE & HAMBURG       | HAMBURG          | Ger. str.   | k.w.  | Killer          | HAMBURG-AMERIKA LINIE   | On 5th April.            |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG     | RHENANIA         | Ger. str.   | k.w.  | V. Hoff         | HAMBURG-AMERIKA LINIE   | On 3rd May.              |
| NEW YORK via PORTS & SUEZ CANAL       | MUNCASTER CASTLE | Brit. str.  | —     | —               | DODWELL & Co., Ltd.     | About 12th inst.         |
| VANCOUVER via SHANGHAI JAPAN, &c.     | ALDEN            | Brit. str.  | —     | —               | Shewan, Tomes & Co.     | About 12th April.        |
| VANCOUVER via SHANGHAI JAPAN, &c.     | EMPEROR OF JAPAN | Brit. str.  | —     | —               | Shewan, Tomes & Co.     | On 14th inst., at 4 P.M. |
| VICTORIA (B.C.) & TACOMA via JAPAN    | TASAR            | Brit. str.  | —     | H. C. Armstrong | Shewan, Tomes & Co.     | On 27th inst., at Noon.  |
| SAN FRANCISCO via PORTS               | DAKOTA           | Brit. str.  | —     | Hollman         | Shewan, Tomes & Co.     | To-morrow, at 5 P.M.     |
| CALLAO, IQUIQUE, via JAPAN PORTS, &c. | GLORFARG         | Brit. str.  | —     | —               | Shewan, Tomes & Co.     | On 28th inst., at Noon.  |
| SALINA CRUZ, MEXICO, via MOJI, JAPAN  | WOOLWICH         | Brit. str.  | —     | A. Stoker       | Shewan, Tomes & Co.     | On 28th inst., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA           | TSINAN           | Ger. str.   | 1 m.  | C. Lindbergh    | BUTTERFIELD & SWIRE     | On 8th inst., at 4 P.M.  |
| MOJI, KOBE & YOKOHAMA                 | PRINZ SIGISMUND  | Brit. str.  | —     | —               | Messageries Maritimes   | On 23rd inst., at Noon.  |
| YOKOHAMA & KOBE                       | CAYEN            | Brit. str.  | 1 m.  | G. W. Babot     | P. & O. S. N. Co.       | About 9th inst.          |
| YOKOHAMA & KOBE                       | CHANDLER         | Dut. str.   | —     | T. Moore        | BUTTERFIELD & SWIRE     | On 18th inst.            |
| YOKOHAMA & KOBE                       | DOORHUY          | Dan. str.   | —     | Pander          | JAVA-CHINA-JAPAN LINE   | Quick despatch.          |
| CHINGWANGTAO, YOKOHAMA & KOBE         | TUNGUS           | Ger. str.   | k.w.  | G. S. Walgal    | HAMBURG-AMERIKA LINIE   | About 2nd May.           |
| CHINGWANGTAO, YOKOHAMA & KOBE         | CHIPSING         | Brit. str.  | —     | —               | HAMBURG-AMERIKA LINIE   | On 8th inst., at Noon.   |
| CHINGWANGTAO, YOKOHAMA & KOBE         | HUICROW          | Brit. str.  | 1 m.  | E. Parry        | BUTTERFIELD & SWIRE     | On 8th inst., at 4 P.M.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | NACHANO          | Brit. str.  | k.w.  | J. Warrick      | BUTTERFIELD & SWIRE     | To-day.                  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | HABDURG          | Brit. str.  | —     | Girard          | Messageries Maritimes   | To-morrow, at 4 P.M.     |
| CHINGWANGTAO, YOKOHAMA & KOBE         | ERNEST SIMONS    | Brit. str.  | 1 m.  | J. H. Brown     | BUTTERFIELD & SWIRE     | On 7th inst., Daylight.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | YONKOW           | Brit. str.  | —     | A. E. Sandbach  | JARDINE, MATHESON & Co. | About 7th inst.          |
| CHINGWANGTAO, YOKOHAMA & KOBE         | CHOYANG          | Brit. str.  | —     | —               | JARDINE, MATHESON & Co. | On 8th inst.             |
| CHINGWANGTAO, YOKOHAMA & KOBE         | SIBIRIAN         | Dan. str.   | —     | —               | Messageries Maritimes   | About 8th inst.          |
| CHINGWANGTAO, YOKOHAMA & KOBE         | LIEBRIA          | Ger. str.   | k.w.  | R. A. Peters    | HAMBURG-AMERIKA LINIE   | On 18th inst.            |
| CHINGWANGTAO, YOKOHAMA & KOBE         | MAITA            | Ger. str.   | —     | Wavell          | BUTTERFIELD & SWIRE     | On 14th inst., at 4 P.M. |
| CHINGWANGTAO, YOKOHAMA & KOBE         | ZIETEN           | Ger. str.   | 1 m.  | G. Ito          | BUTTERFIELD & SWIRE     | On 6th inst., Daylight.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | KUKIANG          | Jap. str.   | —     | A. E. Hodgins   | DOUGLAS LAFRAIK & Co.   | To-morrow, at 11 A.M.    |
| CHINGWANGTAO, YOKOHAMA & KOBE         | FUKUSHU MARU     | Brit. str.  | 2 h.  | Sommerville     | BUTTERFIELD & SWIRE     | On 8th inst., at 4 P.M.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | HAICHING         | Brit. str.  | 1 m.  | A. G. Smith     | JARDINE, MATHESON & Co. | On 8th inst., at Noon.   |
| CHINGWANGTAO, YOKOHAMA & KOBE         | LONGSANG         | Brit. str.  | —     | R. Almond       | Shewan, Tomes & Co.     | On 18th inst., at Noon.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | RUBI             | Brit. str.  | —     | R. Rodger       | Shewan, Tomes & Co.     | On 18th inst., at 4 P.M. |
| CHINGWANGTAO, YOKOHAMA & KOBE         | ZAFIRO           | Brit. str.  | 1 m.  | E. Fialagon     | BUTTERFIELD & SWIRE     | On 8th inst., at 4 P.M.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | KAPONG           | Brit. str.  | —     | R. Houghton     | JARDINE, MATHESON & Co. | To-morrow, at 3 P.M.     |
| CHINGWANGTAO, YOKOHAMA & KOBE         | MAUSANG          | Brit. str.  | —     | W. E. Sawyer    | JARDINE, MATHESON & Co. | On 12th inst., at Noon.  |
| CHINGWANGTAO, YOKOHAMA & KOBE         | FOOSANG          | Brit. str.  | —     | —               | Carlowitz & Co.         | —                        |
| CHINGWANGTAO, YOKOHAMA & KOBE         | ISORIA           | Ital. str.  | —     | —               | —                       | —                        |

# EAST ASIATIC CO., LTD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION                                    | STEAMERS         | DATE OF SAILING. |
|--|------------------|------------------|
| SHANGHAI, YOKOHAMA & KOBE                      | "SIBIRIAN" ...   | About 7th Mar.   |
| MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG | "TRANQUEBAR" ... | On 12th Mar.     |
| CHINGWANGTAO, YOKOHAMA & KOBE                  | "DOROTHY" ...    | About 2nd May    |

For Further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 4th March, 1907.

# INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION                  | STEAMERS        | DATE OF SAILING.              |
|------------------------------|-----------------|-------------------------------|
| SINGAPORE & SOURABAYA        | "FOOKSANG" ...  | Tuesday, 5th Mar., 3 P.M.     |
| TIENTSIN via SWATOW & CHEFOO | "CHIPSING" ...  | Wednesday, 6th Mar., Noon.    |
| SHANGHAI                     | "CHOYANG" ...   | Thursday, 7th Mar., daylight. |
| SANDAKAN                     | "MAUSANG" ...   | Friday, 8th Mar., 4 P.M.      |
| MANILA                       | "LOONGSANG" ... | Friday, 8th Mar., 4 P.M.      |

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Duta, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 4th March, 1907.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN   | FOR    | SAILING DATE.       |
|-----------|------|-----------|--------|---------------------|
| RUBI      | 2540 | R. Almond | Manila | On 9th Mar., Noon.  |
| ZAFIRO    | 2540 | R. Rodger | Manila | On 16th Mar., Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 4th March, 1907.

# HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).

S.S. "ALBENGA" ... On or about 12th April.

S.S. "ATHOLL" ... About end of April.

For freight and further information apply to

SHEWAN TOMES & CO.,

General Agents.

Hongkong, 4th March, 1907.

# HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with only lower berths. The cabins are amply fitted with furniture. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

## OUTWARD.

| STEAMERS     | DATE      |
|--------------|-----------|
| HAMBURG      | 4th March |
| RHENANIA     | 3rd April |
| HOHENSTAUFEN | 2nd May   |
| SILESIA      | 2nd June  |
| SCANDIA      | 2nd July  |

## HOMEWARD.

| STEAMERS     | DATE       |
|--------------|------------|
| SCANDIA      | 16th March |
| SLAVONIA     | 16th March |
| HAMBURG      | 5th April  |
| RHENANIA     | 3rd May    |
| HOHENSTAUFEN | 29th May   |

## FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

\* SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 16th March

\* SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG ... 2nd March

\* HAMBURG ... FOR HAVRE, BREMEN & HAMBURG ... 24th March

\* RHENANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April

\* HOHENSTAUFEN ... FOR HAVRE & HAMBURG ... 19th April

\* RHENANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 3rd May

## COAST SERVICE.

TUNGUS ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK 16th March 1907

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons  | Captain         | Sailing Date. |
|----------|-------|-----------------|---------------|
| LYRA     | 4,417 | H. C. Armstrong | On 13th April |
| SHAWMUT  | 9,606 | E. V. Roberts   | On 23rd April |

For Freight or Passage apply to

SHEWAN TOMES & CO.,

General Agents.

Hongkong, 4th March, 1907.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

QUEEN'S BUILDINGS, Hongkong, 4th March, 1907.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSEGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, LONDON, DUBROUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

## THE Steamship

"AUSTRALIEN," Captain Verro, will be despatched for MARSEILLES, on TUESDAY, the 5th March, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TONKIN" ... 19th Mar.

S.S. "ERNEST SIMONS" ... 2nd April.

S.S. "POLYNESIE" ... 16th April.

S.S. "VILLE DE LA CROIX" ... 14th May.

S.S. "SALAZIE" ... 14th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th February, 1907.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

P. L. MOUTRIE & CO., LTD., Agents.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELHI," Captain J. D. Andrews, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 9th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Slit and Valuable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALLEDONIA," due in London, on 20th April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th February, 1907.

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA COAST)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

About

"MUNCASTER CASTLE" 12th Mar.

"LOWTHER CASTLE" 21st Mar.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 29th January, 1907.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 96 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide ... 44 "

DOCK No. 1.

Extreme Length ... 524 feet.

Length on Blocks ... 514 "

Width of Entrance on Top ... 80 "

Width of Entrance on Bottom ... 72 "

Water on Blocks at Spring Tide ... 44 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 361 "

Width of Entrance on Top ... 64 "

Width of Entrance on Bottom ... 56 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

| FOR                          | STEAMERS                       | TO SAIL    | REMARKS.                 |
|------------------------------|--------------------------------|------------|--------------------------|
| SHANGHAI                     | MALTA<br>Capt. R. A. Peters    | About 8th  | Freight and<br>Passage.  |
| LONDON, &c., via usual ports | DELHI<br>Capt. J. D. Andrews   | Noon, 9th  | See Special<br>of C.A.D. |
| MOJI, KOBE & YOKOHAMA        | CEYLON<br>Capt. G. W. Babot    | About 9th  | Freight and<br>Passage.  |
| MARSHALLS, LONDON and MANILA | ANTWERP<br>Capt. F. E. Andrews | About 27th | Freight and<br>Passage.  |

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 28th February, 1907.

CHINA NAVIGATION CO.  
LIMITED.

| FOR   | STEAMERS   | TO SAIL              |
|---|------------|----------------------|
| MANILA  | "TEAN"     | On 5th Mar., 4 P.M.  |
| SHANGHAI  | "YCHOOW"   | On 5th Mar., 4 P.M.  |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TSINAN"   | On 8th Mar., 4 P.M.  |
| TIENTSIN  | "HUICHOW"  | On 8th Mar., 4 P.M.  |
| NEWCHUANG   | "NANCHANG" | On 9th Mar., 4 P.M.  |
| SHANGHAI  | "KIUKIANG" | On 14th Mar., 4 P.M. |
| YOKOHAMA and KOBE   | "CHANGSHA" | On 18th Mar., 4 P.M. |
| CEBU and LLOLO  | "KAIFONG"  | On 19th Mar., 4 P.M. |

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS

Hongkong, 4th March, 1907.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                          | THE CO'S S.S.                  | LEAVING                              |
|------------------------------|--------------------------------|--------------------------------------|
| * ANPING VIA SWATOW AND AMOY | "FUKUSHU MARU"<br>Capt. G. Ito | WEDNESDAY, 6th<br>Mar., at DAYLIGHT. |

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample, Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 27th February, 1907.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPRESS LINE" Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
15 DAYS HONGKONG to VANCOUVER.

| R.M.S.             | Tons  | Proposed Sailing (Subject to Alteration). | Arrive Vancouver |
|--------------------|-------|---|------------------|
| "EMPRESS OF JAPAN" | 5,000 | THURSDAY, 14th Mar.                       | 1st April        |
| "TARTAR"           | 4,400 | WEDNESDAY, 27th Mar.                      | 30th April       |
| "EMPRESS OF CHINA" | 5,000 | THURSDAY, 11th April                      | 29th April       |
| "ATHENIAN"         | 3,882 | WEDNESDAY, 1st May                        | 25th May         |
| "EMPRESS OF INDIA" | 6,000 | THURSDAY, 2nd May                         | 27th May         |
| "MONTEAGLE"        | 6,163 | WEDNESDAY, 22nd May                       | 15th June        |

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPRESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York \$62.  
Intermediate on Steamers, " " " " £40, " " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.

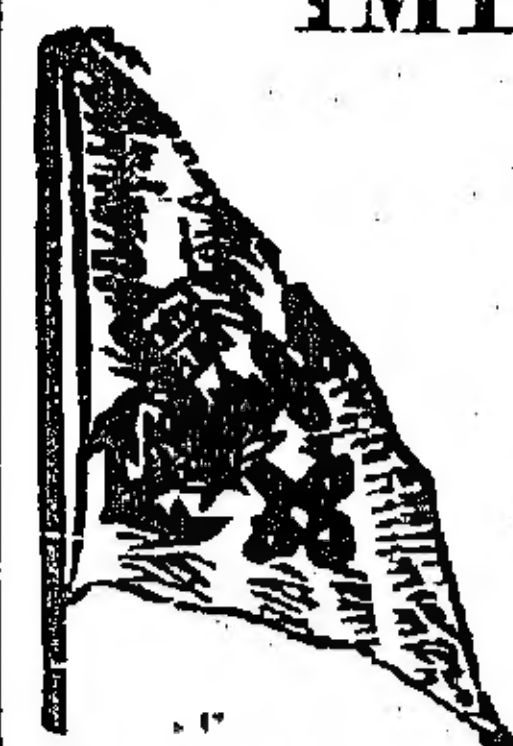
Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Rialto Pier.

"HONGKONG DAILY PRESS"  
PUBLICATIONS.

|   |         |   |        |
|---|---------|---|--------|
| DIRECTORY AND CHRONICLE<br>OF THE FAR EAST  | \$10.00 | TRADE MARK REGULATIONS<br>IN CHINA  | \$1.25 |
| Do. Do. Small Edition   | 6.00    | FROM HONGKONG TO CANTON<br>BY THE PEARL RIVER—A<br>Book for the Globetrotter, by Capt.<br>C. V. LLOYD, with Maps and Illus. | 1.90   |
| DIRECTORY OF PROTESTANT<br>MISSIONARIES IN CHINA,<br>JAPAN AND COREA  | 0.60    | HONGKONG WEEKLY PRESS,<br>half yearly vol. bound  | 7.50   |
| CHILDREN OF FAR CATHAY, a<br>Social and Political Novel, by C. J.<br>Halcomb  | 3.50    | FIFTY YEARS ANGLICAN-CHINESE<br>CALENDAR, 1864 to 1913  | 2.00   |
| THE JUBILEE OF HONGKONG,<br>being an Historical Sketch to which<br>is added an Account of the Celebra-<br>tions in 1891 | 1.00    | RATES OF EXCHANGE AT<br>HONGKONG English Mail days<br>1874 to 1905  | 2.00   |
| THE HONGKONG TYPHOON, Sept.<br>18th, Illustrated Account  | 0.50    | BOMBAY RATES OF EXCHANGE<br>AT HONGKONG, English Mail<br>Days 1883 to 1905  | 1.00   |
| TEMPORARY MINING REGULA-<br>TIONS IN CHINA  | 0.50    | CALLED OUT: or the Cheng Wang's<br>Daughter, an Anglo-Chinese Ro-<br>manco, by Chas. J. H. Halcomb                          | 2.00   |
| REGULATIONS FOR RAILWAY<br>CONSTRUCTION IN CHINA  | 0.50    | FROM PORTSMOUTH TO PEKING,<br>via LADYSMITH, with a<br>NAVAL BRIGADE (Crusade of<br>H.M.S. Terrible)                        | 1.00   |
| HONGKONG HANSARD REPORTS<br>OF THE MEETINGS OF THE<br>LEGISLATIVE COUNCIL, Pub-<br>lished Annually                      | 4.00    | SKETCH OF THE WEST RIVER.   | 0.25   |
| MOUNTINGS OF NAVAL GUNS<br>and their Subsequent Use with the<br>Infantry Relief Column                                  | 4.00    | PLAN OF VICTORIA  | 1.00   |
| WALLIE EXPLOITS OF THE<br>MERCHANT NAVY, by J. E.<br>Featherstonhaugh   | 1.00    | " " KOWLOON   | 0.75   |
| POLITICAL OBSTACLES TO MIS-<br>SIONARY SUCCESS IN CHINA   | 0.25    | " " NEW TERRITORY   | 0.75   |
|   |         | " " CANTON  | 0.50   |
|   |         | POWER OF ATTORNEY FORM  | 0.25   |

IMPERIAL GERMAN MAIL  
LINES.NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUERZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS              | SAILING DATES        |
|-----------------------|----------------------|
| PRINCESS ALICE        | WEDNESDAY 13th March |
| PRINZ LUDWIG          | WEDNESDAY 27th March |
| SACHSEN               | WEDNESDAY 27th March |
| ZIETEN                | WEDNESDAY 10th April |
| PRINZ REGENT LUITPOLD | WEDNESDAY 24th April |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 8th May    |
| BAVERN                | WEDNESDAY 22nd May   |
| PRINZ HEINRICH        | WEDNESDAY 5th June   |
| SCHARNHORST           | WEDNESDAY 19th June  |
| ROON                  | WEDNESDAY 3rd July   |

\* I Class accommodation being engaged by H.M. The King of Siam, II Class Passengers  
only, will be accepted.

ON WEDNESDAY, the 13th day of MARCH, 1907, at Noon, the Steamship  
"PRINCESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE  
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 11th Mar. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Mar., and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 12th Mar.

† Parcels should not exceed Two Feet Cubic in Measurement. Will be signed for less than \$2.50.

‡ The Steamship has splendid accommodation, and carries a Doctor and a Stewardess.

Linon can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

|   | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| TO NAPLES, GENOA AND GIBRALTAR                | 291 0 0   | 242 0 0   | 232 0 0   |
| TO SOUTHAMPTON, LONDON, BREMEN<br>AND HAMBURG | 65 0 0    | 44 0 0    | 24 0 0    |
| TO NEW YORK VIA SUEZ                          | 64 0 0    | 44 0 0    | 28 0 0    |
| VIA NAPLES, GENOA OR GIBRALTAR                | 115 0 0   | 79 0 0    | 45 0 0    |
| VIA BREMEN OR SOUTHAMPTON                     | 68 0 0    | 46 0 0    | 27 0 0    |
|   | 123 0 0   | 83 0 0    | 49 0 0    |

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

† OUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE  
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

| STEAMER         | SAILING DATES                      |
|-----------------|------------------------------------|
| PRINZ SIGISMUND | 3902 tons ... THURSDAY, 28th Mar.  |
| MANILA          | 1790 tons ... SATURDAY, 20th April |

ON THURSDAY, the 28th March, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Leus, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linon can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

|   | 1st Class | 2nd Class | 3rd Class | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| TO MANILA                                     | \$50.00   | \$30.00   | \$20.00   | return    | \$30.00   | \$20.00   |
| TO NEW GUINEA                                 | 228.00    | 148.10    | 114.00    | return    | 242.00    | 152.15    |
| TO BRISBANE                                   | 230.00    | 220.00    | 214.00    | return    | 234.00    | 226.00    |
| TO SYDNEY                                     | 238.00    | 228.00    | 218.00    | return    | 240.00    | 232.00    |
| TO MELBOURNE                                  | 234.10    | 224.10    | 218.00    | return    | 232.50    | 224.50    |
| TO YOKOHAMA                                   | \$80.00   | \$80.00   | \$100.00  | return    | \$170.00  | \$120.00  |
| TO KOBE                                       | \$95.00   | \$70.00   | \$50.00   | return    | \$170.00  | \$120.00  |
| TO YOKOHAMA and back from KOBE<br>to HONGKONG | ...       | \$140.00  | \$100.00  | ...       | ...       | ...       |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £37. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA " " " " 98. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ZIETEN" ... Wednesday, 13th Mar.

KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

|                                       | 1st Class  |
|---------------------------------------|------------|
| To London via Plymouth or Southampton | 262. 0. 0. |
| To Bremen                             | 63. 10. 0. |
| To Paris via Cherbourg                | 65. 0. 0.  |
| To Naples, Genoa via Gibraltair       | 65. 0. 0.  |

Passage money payable in local currency at current sight Bank; rate of Exchange on the  
day of payment.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD  
MELBOURNE & CO., AGENTS.

## Gutler, Palmer &amp; Co.'s

SHIPPERS  
Gutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## Cunliffe, Russell &amp; Co.

10 & 12, Place de la Bourse.  
SECURITIES ISSUED BY PARIS  
European Gov'ts and  
Municipalities offering  
prospects of immense returns. PAMPHLETS  
To be purchased for cash or on the  
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest estab-  
lished firm of dealers in Premium Bonds in the  
world, offer advantages absolutely un-  
obtainable elsewhere. Bonds guaranteed  
checked after every Drawing. Results of Draw-  
ings in English. Holders of drawn Bonds ad-  
vised at once. Prizes collected free of charge.  
Bonds purchased "at sight." Loans granted  
on Premium Bonds. Services continue until  
last Bond drawn. All transactions confidential.

NATAL LINE OF STEAMERS  
11th FEBRUARY—GENERAL AGENT  
in CHINA and JAPAN for the above line  
preparing to leave THROUGH BILL  
of LADING for all the principal ports in  
SOUTH AFRICA, in connection with the  
CHINA STEAM NAVIGATION CO.'s service to  
SINGAPORE and CALCUTTA. Sailings from  
SINGAPORE for Cape Town every fortnight  
Apply for freight and further particulars  
to  
DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Ho Kong, 4th August, 1898.

PASSENGER SEASON  
1907.PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP  
"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

## FARES:

To MARSEILLES—£61 FIRST and £42 SECOND SALOON.

To LONDON—£55 FIRST and £41 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED<br>ON OR<br>ABOUT | WILL LEAVE FOR | ON OR ABOUT             |
|-----------|-------|----------------------------|----------------|-------------------------|
| TIJANAS   | JAVA  | First half of<br>March     | JAPAN          | First half of<br>March  |
| TIJODAS   | JAPAN | First half of<br>March     | JAVA PORTS     | First half of<br>March  |
| TIJLIWONG | JAVA  | Second half of<br>March    | JAPAN          | Second half of<br>March |
| TIJMAHI   | JAPAN | First half of<br>April     | JAVA PORTS     | First half of<br>April  |
| TIJLATAP  | JAPAN | First half of<br>February  | JAVA PORTS     | Second half of<br>April |

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a  
through Bill of Lading.

For Particulars of Freight and Passage, apply to the

## JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.  
Hongkong, 18th February, 1907.

Telephone No. 375.

## SHIPPING IN PORT.

|  |  |
|--|--|
| AMARA, British str., 1,546, C. J. Matlock, 26th Feb.—Saigon 20th Feb, Rice.—Jardine, Matheson & Co.                                      | OSAKA SHOSH KAISEN, General.   |
| BRECKONSHIRE, British str., 3,696, J. M. Tomlinson, 1st March—London 13 h Jan, via Singapore General.—Shewan, Tomes & Co.                | MERCEDES, British transport, 2,900, J. S. MacGregor, 29th Jan.—Singapore 22nd Jan. Coal.—Admiralty.                                  |
| CHIRPISH, British str., 1,189, M. Picknell, 24th Feb.—Saigon 18th Feb, Rice.—Jardine, Matheson & Co.                                     | PALLUX, Norwegian str., 780, H. E. Bjornes, 27th Feb.—Saigon 21st Feb, Rice.—  |
| CHOWAT, German str., 1,115, W. Moller, 14th Feb.—Bangkok 4th Feb, Rice and Wool.—Butterfield & Swire.                                    | PHC YEN, French str., 2,170, Benzon, 15th Feb.—Saigon 11th Feb, Rice.—Bradley & Co.  |
| DAIYA, Japanese str., 1,735, N. Aikawa, 27th Feb.—Moji 21st Feb, Coal.—Mitsui Bussan Kaisha.   | PITSANULOK, German str., 1,267, D. Reimers, 28th Feb.—Bangkok, 20th Feb, Rice.—Butterfield & Swire.                                  |
| DAKOTA, British str., 2,593, W. A. Ross, 17th February—San Francisco 15th January, Kerosene Oil.—Standard Oil Co.                        | PRING WILHELM, German str., 1,798, C. V. Glatton, 18th Sept.—Kobe 12th Sept. General.—Malacca & Co.                                  |
| DEVAYONGKE, German steamer, 1,657, Bunce, 25th Feb.—Koching 16th Feb, General.—Butterfield & Swire.                                      | RAJAH, German str., 1,275, A. Denker, 18th February—Bangkok 10th Feb, Rice and Teak.—Butterfield & Swire.                            |
| DRUMMITH, British str., 2,472, James Farmer-coter, 28th Feb.—Ca diff 12th February, Coal.—Order.   | RATHO, British str., 2,747, J. Thomson, 28th February—New York and Manila 6th Feb. Case Oil.—Standard Oil Co.                        |
| EMPRESS OF JAPAN, British str., 3,430, H. Pybus, 13th Feb.—Vancouver & Shanghai 11th Feb, Mails & General.—C. P. R. Co.                  | SHINANO MARU, Jap. str., 3,900, K. Kamara, 23rd Feb.—Hankow 23rd Jan. and Sapporo 21st Feb, General.—Nippon Yusen Kaisha.            |
| FOOKHANG, British str., 1,987, W. E. Siver, 24th Feb.—Calcutta 16th Feb, Coals.—Jardine, Matheson & Co.                                  | SOKONGON, American str., 628, Vitteria, 7th Sept.—Manila 4th Sept, Ballast.—Order.   |
| FRI, Norwegian str., 860, C. Wagle, 27th Feb.—Saigon 21st February, Rice.—Aagaard Thorsen & Co.  | SOSHU MARU, Japanese str., 1,110, T. Soraga, 24th Feb.—Shanghai via Foochow, Amoy and Swatow 17th Feb, General.—Onaka Shosen Kaisha. |
| HATCHING, British str., 1,267, A. E. Hodgins, 26th Feb.—Fookhow 17th February, Amoy 18th and Swatow 19th, General.—Douglas Lapraik & Co. | TAISANG, British str., 1,544, D. Christie, 22nd Feb.—Swatow 21st Feb, General.—Jardine, Matheson & Co.                               |
| HATTAN, British str., 1,183, J. S. Roach, 24th February—Coast Ports 23rd Feb, General.—Douglas Lapraik & Co.                             | TAIWAN, British str., 1,940, J. A. Martin, 26th February—Saigon 21st February, General.—Chinese.                                     |
| HONGKONG MARU, Japanese str., 3,447, E. Bunt, 25th Feb.—San Francisco 23rd Jan. General.—Toyo Kisen Kaisha.                              | TEAN, British str., 1,346, Somerville, 1st March—Penh 26th Feb, General.—Butterfield & Swire.  |
| HUTCHOW, British str., 1,217, E. Forsyth, 27th Feb.—Saigon 22nd Feb, Rice.—Butterfield & Swire.  | TRUCKER, British str., 5,505, J. Biewiss, 25th February—Tacoma 23rd Feb, General.—Butterfield & Swire.                               |
| KANU MARU, Japanese str., 1,42, K. Hashimoto, 28th Feb.—Saigon 23rd February, Rice.—Fukusui & Co.  | TULJATAP, Dutch str., 2,475, P. J. v. Emma, 12th Feb.—Moji 7th Feb, Coal.—Java-China Japan-Lin.                                      |
| KEONG WAI, German str., 2,400, T. Kohler, 27th Feb.—Bangkok 19th Feb, Rice.—Butterfield & Swire.   | TSUBUYAMA, Japanese str., 2,552, K. Shimada, 28th Feb.—Kobe 22nd Feb, Coal.—Mitsui Bussan Kaisha.                                    |
| KOON MARU, Japanese str., 316, T. Okuma, 1st March—Moji 23rd Feb, Coal.—Fukusui Kaisha.  | WAISHING, British str., 1,179, W. F. Bichard, 17th Feb.—Moji 12th Feb, Coal.—Jardine, Matheson & Co.                                 |
| LOONSONG, British str., 1,682, A. T. Smith, 18th Feb.—Manila 15th Feb, General.—Jardine, Matheson & Co.                                  | YUENHANG, British str., 1,128, F. Mooney, 24th February—Manila 21st February, General.—Jardine, Matheson & Co.                       |
| MAUSANG, British str., 1,644, R. Houghton, 26th February—Sandakan 20th February, General.—Jardine, Matheson & Co.                        | ESKASONI, SAILING VESSEL.  |
| MASAN MARU, Japanese str., 702, J. Sakurai, 27th Feb.—Tientsin 24th Feb, General.—Onaka Shosen Kaisha.                                   | 12th Oct.—Manila 13th Sept, Ballast.—Dowdell & Co.   |
|  | PONAPE, German sch., 220, H. Curries, 31 December—Yap 20th December.—German Consul.  |
|  | PRINCE GEORGE, barkentine, 472, A. R. Anderson, 18th Oct.—Manila 26th September Old Iron.—Order.                                     |



## POST OFFICE NOTICES.

The *Ernest Simons*, with the French mail of the 1st February, left Saigon on Friday, the 1st inst., at 4 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 29th December.

| FOR                         | PER      | DAY                     |
|-----------------------------|----------|-------------------------|
| Moji                        | Yangmoo  | Monday, 4th, 11.00 A.M. |
| Macao                       | Sui Tai  | Monday, 4th, 1.15 P.M.  |
| Shanghai, Kobe and Yokohama | Hatsburg | Monday, 4th, 4.00 P.M.  |
| Swatow, Amoy, and Foochow   | Haiching | Tuesday, 5th, 9.00 A.M. |

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.  
(Supplementary mail on board up to the time fixed for departure of the mail.  
Extra postage 10 cents.)

Europe, &c., India via Tutuorin.  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Tuesday, 5th, 1.15 P.M.  
Sui Tai  
Tuesday, 5th, 2.00 P.M.  
Sui Tai  
Tuesday, 5th, 3.00 P.M.

Shanghai, Kobe, Yokohama, Victoria, B.C. and Seattle.  
Sui Tai  
Tuesday, 5th, 3.00 P.M.  
Sui Tai  
Tuesday, 5th, 3.30 P.M.  
Sui Tai  
Tuesday, 5th, 4.00 P.M.

Shanghai, Penang and Colombo.  
Sui Tai  
Tuesday, 5th, 4.00 P.M.  
Sui Tai  
Wednesday, 6th, 1.15 P.M.  
Sui Tai  
Wednesday, 6th, 1.15 P.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Thursday, 7th, 1.15 P.M.  
Sui Tai  
Thursday, 7th, 4.00 P.M.  
Sui Tai  
Friday, 8th, 1.15 P.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Friday, 8th, 1.15 P.M.  
Sui Tai  
Friday, 8th, 3.00 P.M.  
Sui Tai  
Friday, 8th, 3.00 P.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Saturday, 9th, 10.00 A.M.  
Sui Tai  
Saturday, 9th, 10.00 A.M.  
Sui Tai  
Saturday, 9th, 10.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Sunday, 10th, 11.00 A.M.  
Sui Tai  
Sunday, 10th, 11.00 A.M.  
Sui Tai  
Sunday, 10th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Monday, 11th, 11.00 A.M.  
Sui Tai  
Monday, 11th, 11.00 A.M.  
Sui Tai  
Monday, 11th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Tuesday, 12th, 11.00 A.M.  
Sui Tai  
Tuesday, 12th, 11.00 A.M.  
Sui Tai  
Tuesday, 12th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Wednesday, 13th, 11.00 A.M.  
Sui Tai  
Wednesday, 13th, 11.00 A.M.  
Sui Tai  
Wednesday, 13th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Thursday, 14th, 11.00 A.M.  
Sui Tai  
Thursday, 14th, 11.00 A.M.  
Sui Tai  
Thursday, 14th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Friday, 15th, 11.00 A.M.  
Sui Tai  
Friday, 15th, 11.00 A.M.  
Sui Tai  
Friday, 15th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Saturday, 16th, 11.00 A.M.  
Sui Tai  
Saturday, 16th, 11.00 A.M.  
Sui Tai  
Saturday, 16th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Sunday, 17th, 11.00 A.M.  
Sui Tai  
Sunday, 17th, 11.00 A.M.  
Sui Tai  
Sunday, 17th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Monday, 18th, 11.00 A.M.  
Sui Tai  
Monday, 18th, 11.00 A.M.  
Sui Tai  
Monday, 18th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Tuesday, 19th, 11.00 A.M.  
Sui Tai  
Tuesday, 19th, 11.00 A.M.  
Sui Tai  
Tuesday, 19th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Wednesday, 20th, 11.00 A.M.  
Sui Tai  
Wednesday, 20th, 11.00 A.M.  
Sui Tai  
Wednesday, 20th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Thursday, 21st, 11.00 A.M.  
Sui Tai  
Thursday, 21st, 11.00 A.M.  
Sui Tai  
Thursday, 21st, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Friday, 22nd, 11.00 A.M.  
Sui Tai  
Friday, 22nd, 11.00 A.M.  
Sui Tai  
Friday, 22nd, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Saturday, 23rd, 11.00 A.M.  
Sui Tai  
Saturday, 23rd, 11.00 A.M.  
Sui Tai  
Saturday, 23rd, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Sunday, 24th, 11.00 A.M.  
Sui Tai  
Sunday, 24th, 11.00 A.M.  
Sui Tai  
Sunday, 24th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Monday, 25th, 11.00 A.M.  
Sui Tai  
Monday, 25th, 11.00 A.M.  
Sui Tai  
Monday, 25th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Tuesday, 26th, 11.00 A.M.  
Sui Tai  
Tuesday, 26th, 11.00 A.M.  
Sui Tai  
Tuesday, 26th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Wednesday, 27th, 11.00 A.M.  
Sui Tai  
Wednesday, 27th, 11.00 A.M.  
Sui Tai  
Wednesday, 27th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Thursday, 28th, 11.00 A.M.  
Sui Tai  
Thursday, 28th, 11.00 A.M.  
Sui Tai  
Thursday, 28th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Friday, 29th, 11.00 A.M.  
Sui Tai  
Friday, 29th, 11.00 A.M.  
Sui Tai  
Friday, 29th, 11.00 A.M.

Macao, Singapore, Penang and Colombo.  
Sui Tai  
Saturday, 30th, 11.00 A.M.  
Sui Tai  
Saturday, 30th, 11.00 A.M.  
Sui Tai  
Saturday, 30th, 11.00 A.M.

## JOINT STOCK SHARES.

Hongkong, March 2nd.

COMPANY. PAID UP. QUOTATION.

Alhambra \$200 \$120.

Banks—

Hongkong &amp; Shanghai \$125 \$995, sales &amp; sel.

National B. of China \$26 361, buyers

Bell's Asbestos Co. A.M. \$12.64 47, sellers

China-Borneo Co. \$12 110, sellers

China Light &amp; P. Co. \$10 104, sellers

China Provident \$10 110, sellers

Cotton Mills—

Evo. \$12.50 75, sellers

Hongkong \$12.50 113, sellers

International \$12.50 113, sellers

Lau Kung Mow \$12.50 113, sellers

Soyabes \$12.50 113, sellers

Dairy Farm \$12.50 113, sellers

Docks and Wharves—

H. &amp; K. Wharf \$12.50 113, sellers

H. &amp; K. Wharf \$12.50 113, sellers

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H. &amp; K. Wharf \$12.50 113, sellers

## VISITORS AT HOTELS.

Hongkong Hotel.

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

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Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

Mr. P. R. Adams

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Mr. P. R. Adams

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